MICHIGAN DEPARTMENT OF TRANSPORTATION

2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

Draft Presented to the State Transportation Commission on July 22, 2021

DRAFT

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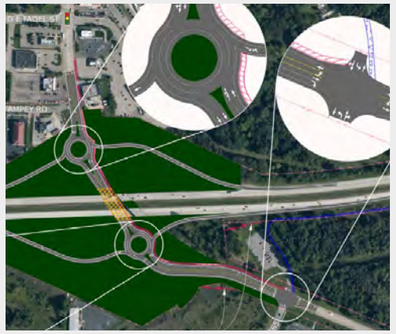

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Letter from Director Paul C. Ajegba

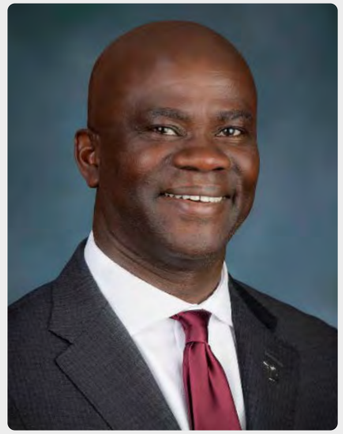
DEAR READER:

I am pleased to present to you the 2022-2026 Five-Year Transportation Program. This document contains a list of planned projects that will utilize all available state and federal revenue for the next five years and represents a $15.1 billion total of multi-modal transportation investments.

MDOT updates its Five-Year Transportation Program annually and works to consistently deliver it in the most effective and efficient way possible. The past year brought both uncertainty and challenges to this effort, with the COVID-19 pandemic impacting nearly every part of the program, particularly public transit and aviation. Travel on roadways and vehicle sales also dropped for part of the year, resulting in lower-than-expected state revenues from taxes on gasoline and vehicle registration fees.

Fortunately, surface travel has rebounded and several pandemic-related federal relief funding packages have provided significant support to many of our public transit agencies and airports. Additional federal action is also anticipated to help meet the growing needs of updating our transportation infrastructure, with funds to fix highways, rebuild bridges, and upgrade ports, airports, and transit systems.

Recent years have seen social unrest after tragic events uncovered the roles that institutional and implicit bias play in perpetuating inequitable treatment and outcomes within public programs and projects. MDOT has begun to address ways it can be better in this area, both internally and externally with a new position at the executive level: the chief culture, equity, and inclusion officer (CCEIO). This position will oversee our diversity, equity, and inclusion efforts across our entire business with the goal of maximizing inclusivity in our processes and equity in outcomes. Projects that already demonstrate MDOT's commitment in areas related to this focus are highlighted in the pages that follow.



"While there is no silver bullet for the transportation challenges faced by our great state, MDOT is striving to develop solutions that meet current demands while preparing our roads and bridges for the needs of the future." – Director Ajegba

While there is no silver bullet for the transportation challenges faced by our great state, MDOT is striving to develop solutions that meet current demands while preparing our roads and bridges for the needs of the future. In addition to equity and inclusion, highlights in this year's program include projects that focus on transportation resiliency and enhanced mobility. These and other projects are making our transportation system more resilient and, combined with innovations we are implementing in community engagement, more sustainable.

The successful implementation and long-term value of projects are directly tied to your participation in this process. Therefore, it is vital that we continue to hear from you. Comment opportunities are posted regularly on www.Michigan.gov/MDOT along with regular updates about all our programs and activities.

We at MDOT appreciate your interest and participation in the transportation planning process.

Sincerely

Paul C. Ajegba, P.E.
Director

Introduction

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) is a state-required document that presents a high-level overview of planned investments in transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on investments for the five-year period spanning 2022-2026.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges, bus, rail, aviation, marine, and nonmotorized transportation. The investment strategies, goals, and projects highlighted in these pages are established to be consistent with State Long-Range Transportation Plan (SLRTP) and State Transportation Commission (STC) goals and priorities, ensuring a comprehensive approach to decision-making that prioritizes preservation of the transportation network and a safe and connected system for Michigan's citizens. The 5YTP plays an important role in the statewide planning process, informing the federally required State Transportation Improvement Program (STIP), providing the foundation for short-range planning and program development.

MDOT's mission of "providing the highest quality integrated transportation services for economic benefit and improved quality of life" can only be accomplished when key stakeholders are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period typically during the summer season. Feedback received is recorded, responded to, and summarized in the final document, delivered to the Michigan Legislature prior to March 1 each year.

5YTP MAIN OBJECTIVES:

1. **Provide strategic direction and proactive monitoring of progress toward achieving established asset management goals for the trunkline system, accounting for changing needs and constraints.**
2. **Review state and federal revenues available to support the trunkline program, as well as the aviation, transit, and rail programs.**
3. **Provide meaningful input opportunities to the public and other stakeholders on planned investments over the next five years.**
4. **Serve as a key internal and external resource supporting successful program delivery.**

Five-Year Transportation Program Process

The development of the 5YTP is a rolling, year-long, multi-stage process that connects the goals, objectives, policies, and programs of statewide planning with input from the public and sets the stage for successful program delivery and evaluation. Each year, the first year of projects is implemented, a new year is added, and program and project adjustments are made to the other years, as required. The steps in this process are:

Figure 1: Five-Year Transportation Program Process Summary

Revenue Estimates

- MDOT Finance and the Michigan Department of Treasury collaborate to develop a consensus on revenue estimates and projections.
- Federal revenue projections are based on the federal transportation authorization bill, currently the Fixing America's Surface Transportation (FAST) Act.
- State revenue projections are based on estimated gas tax and registration fee receipts.
- Details of Revenue Estimates for this period are shown on Page 30.

Investment Strategies

- Staff work with department leadership from across all modes to develop a strategy for investing revenues in alignment with condition, performance, and safety goals established by the department.
- For roads and bridges, the overall investment strategy defines how much funding will be allocated to each program category to achieve these goals.
- These resulting allocations, referred to as targets, are monitored by the department throughout the year to ensure fiscal constraint is maintained.
- Details of Investment Strategies for this period are shown on Page 34.

Call for Projects

- Projects are identified through MDOTs annual highway Call for Projects (CFP) process, which includes instructions to all MDOT regions and program managers on strategic objectives and target funding levels to ensure alignment with the direction set by the SLRTP and the STC.
- Project lists are included at the end of this document, starting on page 57. These lists cover the portion of the highway program that MDOT delivers and does not include projects and programs controlled by local agencies, or a full listing of projects from all modes.

Document Development

- While the project list is reviewed for accuracy in the spring, the full draft document is being prepared to be presented to the STC by mid-summer.
- Once the draft is approved, it is posted to MDOT's public website with an accompanying interactive map for a 30-day public comment period to provide an additional opportunity to gain public and stakeholder input. This posting is announced via a news release, social media posts, and public e-mail lists at both the state and local levels.

Stakeholder Engagement

- The 5YTP process offers the public and stakeholders an important opportunity to engage in discussions about upcoming road and bridge projects and planned investments in Michigan's transportation infrastructure. MDOT utilizes e-mail, mail, social media, and commenting through the Michigan Transportation Program Portal (MTPP) to gather input.
- Comments received throughout this period are collected, evaluated, responded to, and considered in program development. The 5YTP engagement process, summarized results and comments received are included on page 58.

Deliver to Legislature by March 1

- A final draft is presented to the STC in the fall, during which time questions from the commissioners and the public are addressed.
- Once approved by the STC, the document is considered final and is published to the MDOT 5YTP website, along with an interactive map of highway projects. The final document is submitted to the state Legislature by March 1 each year.

Figure 2: Five-Year Transportation Program Process

Rebuilding Michigan Program

Gov. Gretchen Whitmer's Rebuilding Michigan Program (RBMP) is focused on rebuilding state highways and bridges that are critical to the state's economy and carry the most traffic. The program, unanimously approved by the STC in January 2020, allows MDOT to sell a total of $3.5 billion in bonds to finance dozens of new and modified road construction projects, while accelerating many others. This financing is aimed at advancing fixes that result in longer road life and improve the condition of the state's infrastructure.

The program will finance new projects throughout the state between 2020 and 2024, helping to achieve the trunkline pavement performance goal of 90 percent in "good to fair" condition, and free up funding to expand the scope of other projects or reduce construction times. A recent analysis estimated that more than 45,000 jobs would be supported by the total $3.5 billion program, including new jobs as well as existing jobs retained that otherwise would be lost.

The I-496 improvement project between I-96 and Lansing Road in Lansing is the first RBMP financed project to be completed, with the westbound portion reopening to traffic in November 2020. The project is one of 122 on heavily traveled state-owned highways made possible or put on an accelerated timeline due to bond financing approved by the STC in January. When the bond financing is complete, it will allow the department to advance projects so users can enjoy the social and economic benefits sooner. Bonding for improvements with a significant useful life spreads the project costs to the users over a longer period. To date, 16 projects financed with RBMP have begun construction, shown in the table below:

Projects Planned	45
Jobs Supported	45,147*

*of total $3.5 billion investment

RBMP Projects:	Work Activity:	Bond Amount (in millions):
Rebuilding eastbound I-94 from Britain Avenue to I-196	2020 to 2023	$104.9
Rebuilding I-69 from North Drive to the Eaton County line	2020 to 2024	$49.1
Rebuilding the I-69/I-94 interchange to North Drive	2020 to 2024	$85.1
Rebuilding I-69 from the Calhoun/Eaton county line to Nye Highway	2020 to 2024	$53.8
Rebuilding I-496 from I-96 to Lansing Road	2020 to 2021	$44.0
Rebuilding I-69 from Nye Highway to Island Highway	2020 to 2024	$79.4
Rebuilding the I-94/US-127 North/M-50 (West Avenue) interchange	2020 to 2025	$79.0
Rebuilding I-69 from Cox Doty Drain to M-19	2020 to 2024	$51.3
Rebuilding southbound I-196 from 130th Avenue north to US-31	2020 to 2021	$33.0
Rebuilding M-59 from Romeo Plank Road to I-94	2020 to 2023	$69.6
Replacing the I-69/I-475 interchange	2021 to 2022	$14.9
Replacing the I-69 bridge over I-475 along with the interchange ramps	2021 to 2022	$13.2
Rebuilding I-69 from Fenton Road to M-54	2021 to 2023	$60.6
Rebuilding I-275 from M-153 to 5 Mile Road	2021 to 2025	$147.0
Rebuilding I-275 from Northline Road to M-153	2021 to 2024	$178.5
Rebuilding I-69 from I-96 to Airport Road	2021 to 2024	$47.7
TOTAL	**2021 to 2024**	**$1,111.1**

A full list of RBMP-financed projects and up-to-date economic impacts can be found at Michigan.gov/RebuildingMichigan. An interactive map of RBMP-financed projects is also available at the MTPP.

Figure 3: RBMP-Financed Projects Under Construction

2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

Featured Highway Program Projects Overview

This section highlights projects that are contributing to MDOT's focus on equity and inclusion, transportation resiliency, and better pedestrian and bicycle accommodations in conjunction with the MDOT Complete Streets program. These focus areas, while having their own goals and objectives outlined below, are not mutually exclusive. Where each project involves elements, one or more of the icons shown below are included beside the route.

Equity and Inclusion

As a recipient of federal transportation funding, MDOT is required to identify adverse human health and environmental effects of its programs and policies on low-income and minority populations.

MDOT has been and continues to be committed to a just and equitable process of project development and selection that balances safety, performance and environmental concerns with community values and needs by incorporating the following in to all planning and decision-making processes:

- Avoid or minimize disproportionately adverse human health and environmental effects, including social and economic, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects that focus specifically on ensuring inclusion in planning and equity in benefits are highlighted in the pages that follow.

More information on MDOT's commitment to nondiscrimination, equity, and inclusion can be found at Michigan.gov/MDOT/TitleVI under "Reference Documents."

Transportation Resilience

Along with the rest of the world, Michigan's climate is changing, bringing with it extreme weather events that can have a significant impact on our transportation system.

MDOT is preparing for altered climate conditions by developing projects to be able to adapt, respond to, and recover quickly from all hazards. In addition to physical infrastructure, this includes threats to information technology systems such as cyberattacks.

To minimize threats to public safety, MDOT transportation operations centers (TOCs) monitor the statewide transportation system seven days a week, providing real-time travel information to the public and emergency responders on crashes and closures, including those resulting from weather events. Combined with preparation through planning, MDOT is working to ensure a level of transportation resilience that reduces vulnerability and increases reliable mobility following a shock or stressor to the system.

Projects that contribute to transportation resiliency are highlighted in the pages that follow.

Complete Streets/ Multimodal

MDOT takes a multimodal approach to projects and is committed to improving safety, mobility, and accessibility through programs such as Complete Streets. Complete Streets considers appropriate access for all legal roadway users in the various phases of a project. Two acts signed into law on Aug. 1, 2010, enable this approach:

- Public Act 135 – amended Public Act 51 of 1951 governing expenditure of state transportation funding to encourage complete streets.
- Public Act 134 – amended the Michigan Planning Enabling Act to broaden the definition of transportation systems.

While context and needs vary across rural, suburban, and urban settings, potential elements that contribute to Complete Streets and mobility solutions include but are not limited to:

- Right-sizing/lane reductions,
- Bicycle lanes,
- Boulevards, and
- Transit lanes

Projects that contribute to multimodal mobility are highlighted in the pages that follow.

Bay Region

I-475 Rebuilding

I-475 was built in the 1970s to benefit the local economy, allowing the burgeoning auto industry a way to efficiently move parts and materials without impacting local roads. With manufacturing facilities downsizing and closing as soon as 1985, however, the gradual decrease in population and traffic has since resulted in a highway capacity and level of maintenance that is no longer needed.

Gov. Gretchen Whitmer's Rebuilding Michigan Program (RBMP) made it possible to advance the rebuilding of I-475 to an earlier timeframe, as well as providing opportunities to re-envision the corridor. To ensure a comprehensive and collaborative process, MDOT has approved a Planning and Environmental Linkages (PEL) study to further examine design considerations to greatly improve the safety, reliability, and community benefits of the structure. MDOT recognizes the I-475 project to be an opportunity to look beyond typical transportation condition measurables and work to provide a more complete project that can have lasting benefits throughout the city of Flint. The PEL is anticipated to be complete in 2022, with work beginning in 2024.

Project Highlights

Work Activity: 2024-2027 (tentative)

Location: Flint

Types of Work:

PEL Study

- Focus on equity, inclusion, and air quality,
- Collaboration with the City of Flint to ensure proposed changes do not negatively impact the local transportation network, and
- Quarterly meetings to provide progress updates to local stakeholders.

Road Improvements and Rebuilding

- Replace pavement,
- Geometric improvements,
- Planned removal/replacement of 10 bridges that were designed for greater transportation needs, and
- Replacement of storm sewer, noise walls and culverts.

I-475 separating Central Park Neighborhood from downtown

Equity and Inclusion Focus

As part of the PEL process, MDOT is working on a customer-oriented design approach that will rely on input from local stakeholders, in collaboration with the Federal Highway Administration (FHWA), to develop key needs that will direct the new design. The main concerns voiced by residents have revolved around community connectivity, safety, and nonmotorized mobility. Outreach is planned to continue as a part of the study and additional opportunities to participate will be shared through the media and posted across MDOT's online platforms.

Metro Region

US-12 (Michigan Avenue) Rebuilding

Since it was originally built in 1827, US-12 (Michigan Avenue) in downtown Detroit has arguably been one of the state's most important roads. It was the first official connector to Chicago, and many cities and towns have been founded along its path. Today, businesses line both sides of the road in Detroit, Dearborn, Ypsilanti, and more.

In 2021, MDOT will complete a PEL study to develop the vision for Michigan Avenue from I-96 to Campus Martius Park in downtown Detroit. The project spans from the Corktown neighborhood into Detroit's central business district. This area has seen significant investment in recent years, including improvements to Michigan Central Station and several other buildings by Ford Motor Co. for a campus focused on electric and autonomous vehicle development.

When complete, Michigan Avenue will be part of a 40-mile connected and autonomous vehicle (CAV) corridor between downtown Detroit and Ann Arbor. In partnership with CAVNUE, MDOT is currently working to evaluate alternative designs that balance safety, resiliency, equitable access, and flexibility for new mobility options, including CAVs, traditional transit vehicles, shared mobility, and freight and personal vehicles. Upon its completion, the project will contibute to the technical architecture and space needed to accommodate the testing required to accelerate and enhance the full potential of CAVs. The project is currently budgeted at approximately $20 million for work planned in 2023.

Project Highlights

Work Activity: 2023

Location: Detroit

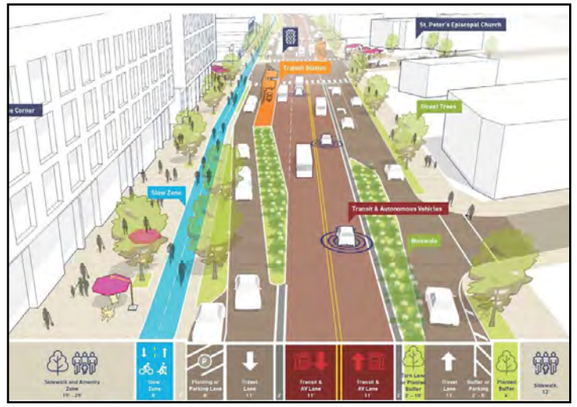
Types of Work:

PEL Study

- Ensure project aligns with Greater Corktown Neighborhood Plan,
- Focus on pedestrian experience and a quality environment for transit, as well as connected and autonomous vehicles in partnership with CAVNUE, and
- Minimize impacts on historic districts while maximizing benefits for residents, visitors, and businesses.

Road Improvements and Rebuilding

- Rebuilding the roadway with new transit and pedestrian infrastructure.



Artist rendering of Michigan Avenue with center-running transit and A/V

Equity and Inclusion Focus

The project will advance key policy goals of MDOT, including enhancing accessibility, affordability, and equity. With extensive community engagement in close coordination with the City of Detroit, the needs of transit users, people with disabilities, seniors, and other vulnerable road users and their representatives have been considered to provide enhanced facilities that serve all users. The corridor also includes up to a dozen Opportunity Zones, where the expanded mobility will connect communities with businesses and destinations, and enhance accessibility to southeast Michigan's most important industrial, technological, and academic clusters.

Transportation Resiliency Focus:

At its core, the US-12 project is designed to be "future proofed," with the ability to evolve to meet future transportation and mobility goals. In addition to accelerating the adoption and use of CAVs, MDOT is prioritizing the development of secure and

transparent data governance standards that will prevent and protect against disruptions, enable ongoing audits to ensure data integrity and reliability, and employ robust and thorough preparedness and response processes.

Complete Streets/Multimodal Focus:

Improved safety and enhanced pedestrian, nonmotorized and transit experiences are all priorities in the project development. The US-12 project is anticipated to include enhanced bike lanes, wide sidewalks and dedicated transit lanes (shared-use with autonomous vehicles) to provide a corridor that can grow with surrounding businesses and the community, and showcase emerging mobility options. The roadway currently has a Frequent Affordable Safe Transit (FAST) bus service and serves portions of other bus routes as it is near the Rosa Parks Transit Center hub facility. Michigan Central Station also carries significance for passenger rail, which was used by Amtrak until the mid-1990s and has been identified as a desirable port of entry for future international passenger rail service with Canada.

Grand Region

I-196 BL Road Improvements

In 2022, MDOT will begin work on a section of I-196 Business Loop (Chicago Drive) between Burlingame Avenue and Clyde Park Avenue in northern Wyoming. Prior to the Interstate system, Chicago Drive was the main highway from Grand Rapids to Chicago. The segment includes varying land uses and two historic sites: the Chicago Drive bridge over Plaster Creek, originally built in 1916, and the redeveloped Kelvinator industrial site, which was home to an early 20th century electric refrigeration company

Project Highlights

Work Activity: 2022

Locations Served: Wyoming and Grand Rapids

Type of Work:

Road Improvements

- Two-course asphalt resurfacing,
- Americans with Disabilities Act (ADA) sidewalk ramp upgrades, and
- Intersection improvements.

Equity and Inclusion Focus

- Benefits include safe and reliable mobility for minority and low-income neighborhoods in both northern Wyoming and southwest Grand Rapids, including improved access to jobs, schools, and parks.

Transportation Resiliency Focus

- Increasing access to transit and other modes of transportation is extended to reduce single-occupancy vehicle travel and contribute to the reduction of annual CO2 emissions. In addition, the focus on pedestrian improvements and connections as well as safety will make the corridor more transportation resilient.

Complete Streets/Multimodal Focus

- Improve mobility and safety on the adjacent sidewalks at various intersections.
- Facilitating and improving nonmotorized access to three nearby transit routes, which provide connections to critical and essential services, such as jobs, healthcare, commercial, and retail.
- Modifications at the Chicago Drive/Clyde Park Avenue intersection to ensure a safe pedestrian crossing for residents.
- A logical and safe crossing location for the existing nonmotorized trail on the north side of Chicago Drive, paralleling Plaster Creek.

North Region

US-31 Rebuilding

The village of Alanson, located in Emmet County 10 miles north of Petoskey on US-31 and M-68, is a popular vacation destination in the summer months. Significant population increases occur, swelling from approximately 900 to nearly 20,000. This increase brings considerable automobile traffic on US-31, as well as pedestrian use to the downtown area, raising concerns about safety and congestion.

Starting in 2022 and continuing through summer 2023, MDOT plans to rebuild US-31 from Indiana Road to south of the northern Milton Road/US-31 intersection, and M-68 from US-31 to the Crooked River bridge in the Village of Alanson and Littlefield Township.

Complete Streets/Multimodal Focus

Coordination and cooperation between MDOT, the Michigan Department of Natural Resources (MDNR), Littlefield Township, and the village of Alanson, have been key in meeting the stakeholder goals on this project of improving pedestrian facilities, beautifying the village of Alanson, and improving the condition, operation, and safety of the US-31 and M-68 trunklines in this area. The proposed trail design accommodates and enhances nonmotorized users with the relocation of the Northwestern State Trail from the side of US-31 onto the old railroad grade, which provides further separation from vehicular traffic to walk, run, and ride the trail.

The relocation of the Northwestern State Trail will aid in bringing pedestrians and bicyclists further into Alanson so they can enjoy the food, shopping, and views of the Crooked River. Concrete bump-outs are to be provided to aid pedestrians and bicyclists in crossing US-31, and enhance the local connections of Alanson, regional, and statewide nonmotorized trail users.

Project Highlights

Work Activity: 2022

Location: Village of Alanson

Type of Work:

Improvements and Rebuilding

- Rebuilding the concrete and asphalt overlayed pavement,
- Drainage improvements,
- Concrete bump-outs and on-street parking,
- Lane widening on some portions from two to three lanes,
- Northwestern State Trail relocation and improvements.
- Adding access to US-31 by extending Bonz Street to US-31, and
- Carpool lot paving and access management.

Downtown Alanson

Southwest Region

I-94/M-40 Interchange Rebuilding

The original M-40 was built in 1919 as a commercial corridor, spanning from Niles to Paw Paw, and further north to Allegan. After I-94 was completed in 1960, M-40 was realigned to connect with the interstate and a bridge was built to provide an overpass and entrance ramp. In 2024, MDOT is planning to rebuild the I-94/M-40 interchange, updating the design to feature dual roundabouts in place of ramp intersections. The M-40 bridge over I-94 is in poor condition and is a high priority replacement.

Project Highlights

Work Activity: 2024

Location: Village of Paw Paw, Van Buren County

Type of Work:

PEL Study

- Integrate analysis, engagement, and planning for bridge replacement and road work, and
- Enhance the entrance/gateway to the village of Paw Paw.

Road Improvements and Rebuilding

- Replace aging M-40 bridge infrastructure of I-94,
- Improve interchange and intersection traffic operations, including left turning movements, and
- Provide safe nonmotorized facilities to cross I-94 and M-40.

Equity and Inclusion

Input from a local advisory committee comprised of local elected officials, municipalities, and businesses, as well as from residents, was incorporated into the design for the project. A "community conversation" meeting was also held to gather additional input on the design elements, which identified the desire for a pedestrians crossing over I-94 and crosswalks north and south of the interchange.

Proposed I-94/M-40 interchange with dual roundabouts (shown as shaded overlay)

Complete Streets/ Multimodal Focus

Input conducted as part of a PEL study for the I-94/M-40 interchange has identified pedestrian mobility as one of the top needs to be addressed in the design, as there are few safe locations to cross the street. Improvements are expected to include shifting sidewalks back from the curb, away from traffic, as well as connecting them where previously separated. Other planned improvements include improving left-turning movements in the interchange area and enhanced gateway aesthetics for the village of Paw Paw.

Superior Region

US-41 Rebuilding

US-41 is a major corridor in the Upper Peninsula, serving many communities throughout northern Michigan. From the Michigan-Wisconsin border to downtown Houghton and Copper Harbor, the highway is part of the National Highway System (NHS), and continues more than 2,000 miles south to Miami, Florida.

Beginning in spring 2021, MDOT will invest approximately $9.6 million to rebuild 1.1 miles of US-41 from McInnes Drive to Isle Royale Street. The work will include converting the four-lane boulevard section to two lanes with designated turn lanes at major intersections, widening College Avenue to add a center left-turn lane, storm sewer improvements, and city sanitary sewer and water main replacements. Work is expected to begin in late May 2021 and be completed in fall 2022.

Project Highlights

Work Activity: 2021-2022

Location: Houghton

Type of Work:

Road Improvements and Rebuilding

- Rebuilding pavement,
- Storm sewer improvements,
- Operational and safety upgrades,
- Improved nonmotorized connectivity throughout the corridor,
- Lane reductions, and
- Designated left-turn lanes.

Transportation Resiliency Focus

Lane reductions and designated left-turn lanes are anticipated to improve the flow of commercial and residential traffic, reducing congestion and vehicle emissions.

Proposed US-41 rebuilding plans

Complete Streets/ Multimodal Focus

Nonmotorized connectivity:

- Connectivity created between E. Montezuma Avenue and College Avenue by eliminating a traffic lane and replacing concrete sidewalk,
- A new crosswalk at west end of College Avenue, and
- Reducing lanes on College Avenue and Townsend Drive near Cliff Drive, allowing for wider sidewalks, promoting continuity from College Avenue directly to the Michigan Technological University (MTU) campus.
- Marked pedestrian crosswalks will be placed at high-volume entrances to the MTU campus, with median refuges created for safety;
- Improving efficiency and safety via lane reduction(s) and the installation of dedicated left-turn lanes:
- Improved travel for transit buses and commercial vehicles,
- "Right-sizing" US-41 based on current traffic data,
- Adding the center left-turn lane on College Avenue will provide refuge for left-turning vehicles and will reduce rear-end crashes caused by the right lane ending as Montezuma Avenue transitions to College Avenue, and
- Preservation of historic structures throughout project area.

University Region

US-12 BR (Huron Street) Bridge Over I-94

In 2022, MDOT will begin work on a lane reconfiguration project to provide a shared-use pathway on the US-12 Business Route (BR) (Huron Street) bridge over I-94 and a lane reduction on Hamilton Avenue and US-12 BR/M-17 (Huron Street) in Ypsilanti. The I-94/ Huron Street interchange provides a key connection between Ypsilanti Township and the city of Ypsilanti and serves as the gateway to the area for vehicles, bicycles, pedestrians, and transit riders alike.

In partnership, MDOT, the City of Ypsilanti, and Washtenaw Area Transportation Study (WATS) completed a planning study in 2014 that identified feasible alternatives to provide nonmotorized access on the Huron Street bridge over I-94. In 2018, the City of Ypsilanti completed a feasibility study that evaluated the local trunkline system for a possible lane reduction that ultimately recommended new buffered bike lanes.

Project Highlights

Work Activity: 2022-2023

Locations: City of Ypsilanti and Ypsilanti Township

Type of Work:

Transportation Alternatives

- 10 to 12-foot shared-use path with hard barriers,
- Pedestrian signals,
- Rebuild the concrete and asphalt overlayed pavement,
- Reconfigure the southwest on ramp, and
- Better sidewalk connections.

MDOT led a multi-agency stakeholder group that sought multiple funding opportunities and secured more than $2.5 million in grant funding through the MDOT Transportation Alternatives Program (TAP), MDNR Recreation Trust Fund, and Washtenaw County Parks Connecting Communities grants. The City of Ypsilanti, Ypsilanti Township, Washtenaw County Parks, and WATS will also contribute an additional $500,000. Through this collaboration, the MDOT University Region will incorporate the lane reduction into this $6 million 2022 project.

Complete Streets/Multimodal Focus

The entire project will include a concrete pavement improvements, ADA-compliant sidewalk ramp upgrades, enhanced crosswalk safety features, transit stop enhancements, buffered bike lanes, freeway ramp operation improvements, and a new shared-use pathway. The project provides an opportunity to improve mobility and safety for nonmotorized users while improving pavement conditions. Planned improvements on this section of roadway will ensure equitable, reliable, and safe mobility.

Footpath along Huron Street looking south by the eastbound I-94 exit (courtesy Doug Coombe)

Major Highway Projects

This section provides updates on several of the department's major ongoing highway projects and information on a technology expansion project planned across the state.

I-94 Detroit Modernization Project

The I-94 Detroit Modernization Project addresses the rebuilding of 7 miles of I-94 from east of the I-96/I-94 interchange to east of Conner Avenue.

The I-94 Detroit Modernization Project reached a pivotal point in 2015, lacking support from the City of Detroit and its residents. To address this issue, the I-94 project team partnered with the City of Detroit and local community leaders to develop a new approach: going to the community instead of waiting for them to come to MDOT. Through listening sessions conducted by the project team to engage residents and stakeholders, this pivotal point was turned toward the positive, gaining the support needed for the project to move forward.

Stakeholders were engaged at pre-scheduled community meetings in trusted environments where critical feedback was gathered, leading to project design changes that were supported by residents. Due to the project gaining public support, the project team was able to utilize a combined Final Supplemental Environmental Impact Statement (SEIS) and Record of Decision (ROD), saving several months in the environmental review process and project schedule.

Project Highlights

Work Activity: Present-2033

Location: Detroit

Type of Work:

Interstate Modernization

- More than 67 bridges and two major interchanges at M-10 (Lodge Freeway) and I-75 (Chrysler Freeway),
- Adding one lane in each direction to relieve congestion,
- A new drainage system,
- Widening shoulders, and
- Lengthening of entrance and exit ramps and other improvements to increase safety and provide greater mobility for motorized and nonmotorized transportation.

Equity and Inclusion Focus

To reach as many neighborhoods and communities impacted by the footprint of the I-94 project as possible, MDOT developed a public engagement plan that was customized to the community in and around the project. This included creating a partnership with city council members, community leaders, and community organizations to share project information and obtain meaningful feedback from the local community.

To reach as many members of the surrounding communities as possible, MDOT met in settings where they were already comfortable gathering. Stakeholders provided more

The I-94 project team presents at the City of Detroit Council District 3 community meeting

meaningful feedback, which led to design changes that were context sensitive and supported by residents. The design refinements that were implemented included increased focus on reconnecting the communities along and across I-94 and providing multimodal access to neighborhoods, parks and recreational facilities, transit, and other community resources. In addition, the design was refined to avoid or minimize property impacts and adding complete streets bridges in place of pedestrian bridges.

In addition, MDOT, in partnership with the Southeast Council of Governments (SEMCOG), committed to conducting a mobility study to evaluate, identify, and implement mitigation measures to offset impacts to the environmental justice (EJ) community during the planned 13 years of building the project. The goal of the study is to identify gaps in and provide links to transit services and other mobility services for low-income and minority groups in the project area.

Complete Streets/Multimodal Focus

To prevent further dividing neighborhoods and expanding the freeway, the I-94 SEIS developed creative solutions to improve neighborhood connectivity and mobility for all users while minimizing impacts to the local community. These solutions include:

- Community connector bridges at Second Avenue, Cass Avenue, and the Iron Belle Trail that provide enhanced nonmotorized and aesthetic features at locations identified by project stakeholders as being the most important to the community.
- Converting nine existing pedestrian bridges to complete streets bridges to reconnect the city grid network and integrate nonmotorized facilities into the proposed design, including bike lanes and wider sidewalks. This will provide improved mobility for all users as well as improved access to transit and community resources within the project limits.
- Accommodating and enhancing connections to local, regional, and statewide nonmotorized trail and bicycle networks, including the Iron Belle Trail, Joe Louis Greenway, and several local city of Detroit bike routes.
- Additional bridge and local roadways to reconnect the city grid network, including:
  1. Hastings Street over I-94, which provides additional connectivity between Midtown Detroit and the Milwaukee Junction Neighborhood.
  2. Harper Avenue Extension from St. Aubin Street to Hasting Street, including a new bridge over I-75. This new Harper Avenue extension will connect and provide future transit route opportunities between the eastside of Detroit to job centers, education institutions, and Midtown/New Center.
  3. Converting existing one-way service drives to two-way traffic flow, providing improved mobility and neighborhood connectivity for residents.

Artist rendering of proposed Second Avenue community connector bridge

Major Highway Projects

Gordie Howe International Bridge

The Gordie Howe International Bridge (GHIB) project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario, that will improve the flow of international trade between the United States and Canada at the busiest border crossing between the two countries. The GHIB will be publicly owned by the State of Michigan and the government of Canada, with the Windsor-Detroit Bridge Authority (WDBA) overseeing the work of the public-private partnership (P3), managing the concession agreement and payments, and setting and collecting tolls.

In response to public consultation and feedback, the bridge structure will include a dedicated multi-use path to accommodate pedestrians and cyclists. Integration of the community path will benefit local communities by promoting ecotourism, supporting active transportation and a healthy lifestyle, and reducing its carbon footprint.

Work on the GHIB project has been ongoing for nearly three years, with significant progress achieved. The aggressive schedule will continue as work advances into the peak years of activity, expected to occur between 2021 and 2023.

Project Highlights

Work Activity: Present-2024

Location: Detroit

Type of Work:

New Roads

- New bridge structure, including a dedicated multi-use path to accommodate pedestrians and cyclists,
- State of the art inspection plazas,
- Energy efficiency upgrades,
- New pedestrian crossing bridges,
- New rail connections, and
- Direct connections to highway systems in each country (I-75 in the United States and Highway 401 in Canada via the Rt. Hon. Herb Gray Parkway).

Equity and Inclusion Focus

A key project feature of the GHIB is the inclusion of a robust community benefits plan. It was important to the project team when developing the plan that initiatives selected for implementation would provide positive outcomes for the Detroit-Windsor region and specifically focus on enhancing the communities of Delray and Sandwich, the neighborhoods closest to the project area. Like the project itself, the community benefits plan is the result of community members, agencies and governments coming together to identify a vision of the future. The plan complements other positive initiatives integrated into the project to create meaningful and tailored benefits for the region.

Collectively, 29 community investment initiatives have been identified and will be implemented collaboratively with local delivery partners during the design and building period of the project. A detailed list of initiatives is available online.

Transportation Resiliency Focus

Energy efficiency is an important part of the GHIB project. There is an active emphasis on sustainable design that contributes to a cleaner environment and protects communities from the impacts of climate change. The Canadian and U.S. Port of Entry (POE) facilities are designed to meet the Leadership in Energy and Environmental Design (LEED) v4 Silver rating and the bridge and Michigan interchange are designed to meet the Envision Silver rating, both of which will ensure longevity while minimizing environmental impact.

Artist rendering of the Gordie Howe International Bridge

All lighting will be dark-sky friendly to minimize light spill and effects on bird migration. Light emitting diode (LED) lighting will be used for exterior site lighting, as well as lighting within the POE buildings. This will result in a 50 percent energy cost savings compared to traditional lighting fixtures, lower maintenance costs through longer life expectancy, and a reduction in cooling costs.

Artist rendering of a pedestrian bridge over I-75 in southwest Detroit

In addition to the use of LED lighting, POE facilities will be situated and designed to take advantage of natural light to reduce energy needs. Each POE will have its own dedicated mechanical plant for heating, ventilation and air-conditioning needs, providing building comfort more efficiently than separate systems for each building. The POE buildings will be built with highly insulated walls and energy-efficient glass in conjunction with solar shading that, together, will decrease heating and cooling costs while saving energy. Low-flow water faucets and toilets will be installed to reduce potable water demand in POE buildings to meet the mandated LEED 35 percent reduction in indoor water use.

Complete Streets/Multimodal Focus

In recognition of southwest Detroit's role as a gateway community to the U.S. and in accordance with the Final Environmental Impact Statement (FEIS), the WDBA is investing in several improvements near the U.S. POE. A few highlights of the work to be undertaken include:

- **Pedestrian Bridges:** Five pedestrian bridges crossing I-75 will be built to provide safe access to services within the community. Each bridge will align with any multi-use trails in the area. Installation of the pedestrian bridges began in 2020 and will continue until early 2024.
- **Decorative barriers**: Decorative security fencing will be provided around the north, east and west perimeter of the U.S. POE, with irrigated landscaping to provide an additional buffer to the community. New decorative security fencing will also be installed along the south side of West Jefferson Avenue adjacent to Historic Fort Wayne.
- **Fort Street Cycle Track:** A 6-foot protected cycle track will be installed along both sides of Fort Street between Green and Junction streets.
- **Trees:** Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark streets. A similar treatment will be provided from the U.S. POE to I-75 crossings at Green, Campbell, and Junction streets, along Jefferson Avenue, and along Fort Street between Green and Junction streets.
- **Continuous accessible sidewalks:** A continuous fully accessible sidewalk will be built along the city side of the service drive and between the service drive and I-75 to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives.
- **Greenway:** A greenway will be built to connect pedestrians and cyclists from the GHIB to the I-75 crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy for users.

Pedestrian bridge location map

Major Highway Projects

Blue Water Bridge Plaza

The Blue Water Bridge (BWB) spans the St. Clair River and carries international traffic between Port Huron, Michigan, and Point Edward and Sarnia, Ontario. Located near the I-94/I-69 interchange, the bridge forms a critical gateway linking Canada and the United States and is the second busiest truck crossing between the two countries. The modernization of this vital international border crossing will ensure the plaza is well equipped to handle impending traffic demands, including congestion along I-94 and I-69 and Canada's Highway 402 due to customs inspections.

Aerial view of the Blue Water Bridge approach and plaza looking toward Canada

The initial span was originally completed in 1938 and an additional span was added in 1997. MDOT began studying the plaza for expansion in 2002, driven by the small size of the existing plaza (18 acres), the need for increased border security, new inspection technologies, procedures and policies, traffic growth, safety concerns, and an aging and functionally obsolete infrastructure leading to the plaza. An ROD was obtained in 2009 but the plaza could not be

built due to lack of federal funding for the border agency facilities. In 2013, MDOT investigated a plaza expansion alternative that focused on a reduced plaza footprint located to the west of Pine Grove. This cost feasible alternative is expected to begin in 2023 with substantial completion anticipated at the end of 2025. The border crossing will remain open during the work.

In pursuit of discretionary funds to help finance the facilities, MDOT successfully received a 2020 Infrastructure for Rebuilding America (INFRA) grant of $25 million toward the total project cost of $300 million. The remainder of the project funds will be from BWB toll revenues. Major next steps include an environmental re-evaluation and a feasibility study by the General Services Administration (GSA) on the new plaza alternative. Additionally, there are several right of way (ROW) acquisitions and a required relocation of a DTE substation that are critical, with coordination underway.

Equity and Inclusion Focus

The project will not have a disproportionately high and adverse effect on minority and low-income population groups. EJ populations and border crossers will share in the potential benefits of traffic congestion relief, resulting in reduced travel times, increased border and safety and security, job creation, and improved economic conditions for businesses that depend on trade.

Transportation Resiliency Focus

The project is anticipated to improve air quality with more inspection booths and secondary inspection areas that will mitigate the time trucks spend idling on the bridge. The larger secondary space will allow U.S. Customs and Border Protection (CBP) to use non-intrusive technology to process trucks more quickly, reducing the number of waiting trucks. The onsite examination facility will reduce the risk of undetected hazardous goods moving through local streets to an examination facility. Additionally, local city streets and entrances to the plaza will also be improved to allow for clear egress onto the plaza, and a new duty-free store will be built and located in the outbound direction with easy on and off ramps. Duty-free traffic will not be required to use the local road network along M-25 (Pine Grove Avenue) to access the duty-free store.

Project Highlights

Work Activity: 2023-2025

Location: Port Huron

Type of Work:

Capacity Improvement

- Expansion of 33 acres, providing an additional primary inspection area, and a secondary commercial inspection area, and increasing from 13 to 16 booths,
- Correcting the forced weave on the U.S.-bound BWB,
- Reusing the majority of existing elevated plaza facilities to minimize cost,
- Relocating M-25 (Pine Grove Avenue) to the west of the proposed footprint,
- Flipping primary inspection lanes to allow trucks to enter inspections from right lanes to eliminate weaving on the bridge,
- Elimination of the existing off-plaza duty-free facility and its relocation within the plaza,
- Building a new secondary passenger vehicle inspection canopy on the existing plaza, and
- Providing three outbound lanes and median turnarounds west of the plaza.

Major Highway Projects

I-75 Modernization Project in Oakland County

The I-75 Modernization Project encompasses the widening and rebuilding of approximately 18 miles of urban and rural freeway from M-102 to south of M-59 in Oakland County, and the implementation of the first high-occupancy vehicle (HOV) lane in Michigan. The project area is in the southeast quadrant of Oakland County through the communities of Hazel Park, Madison Heights, Royal Oak, Troy, Bloomfield Township, and Auburn Hills.

The freeway was originally built in the 1960s but has not received comprehensive corridor improvements since that time. The need for increased capacity to relieve congestion is driven by the growth along the corridor due to land use changes and the migration of people, services, and industry. It is a critical commercial, commuter, tourist, and local business route moving people and goods across the state daily.

The project adds a part-time HOV lane in both directions of travel in the northern 14 miles of the corridor, with an additional lane added for capacity in the remaining southern 4 miles. In addition, key components include rebuilding urban and rural freeway segments, vehicular bridges and pedestrian bridges, and ramp improvements along the corridor; additional carpool facilities; utility relocations; improved drainage (including the addition of a 4-mile-long storage and drainage tunnel with a new pump station); upgrades to geometrics, signs, guardrails, median barriers, noise walls, lighting, intelligent transportation systems, and pavement markings; and, enhanced aesthetics. The project is also making operational improvements to all interchanges between north of M-102 to north of the Square Lake Road interchange.

Equity and Inclusion Focus

Benefits to minority and low-income populations was addressed during the environmental phase of the I-75 project and documented in the FEIS and ROD and has continued as part of the communication with stakeholders and communities throughout the planning, development, and work processes. Below are issues and improvements that the I-75 Modernization Project has implemented or will be implementing in the future as a part of that process.

- Freeway flooding between M-102 and 12 Mile Road is being resolved with:

Project Highlights

Work Activity: Present-2023

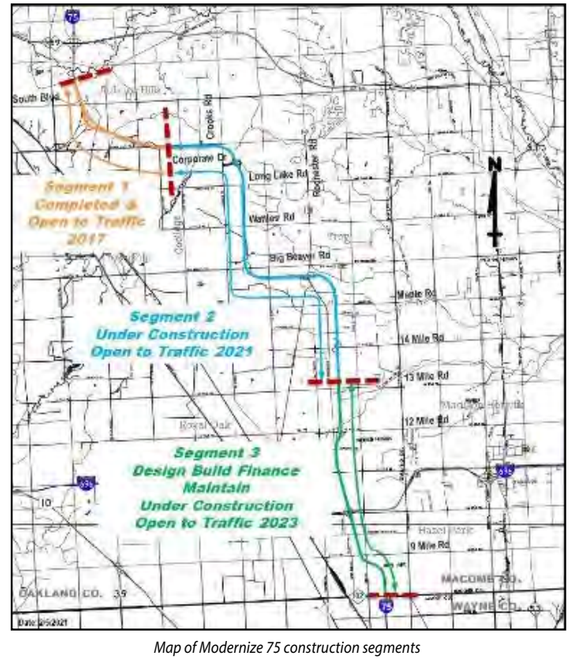
Location: Oakland County

Type of Work:

Trunkline Modernization

- Pavement rebuilding,
- HOV lane in each direction,
- Upgraded drainage,
- Construction of community-developed aesthetics,
- New noise walls,
- Multi-modal connectivity, and
- Pedestrian/bicycle improvements.

MODERNIZE 75 Construction Segments



Map of Modernize 75 construction segments

- A storage and drainage tunnel that will capture and store stormwater from the I-75 freeway, separating the water from the local Oakland County collection system, reducing the number of combined sewer overflows into the Red Run Drain, Clinton River and, ultimately, Lake St. Clair.

- The building of several new detention ponds to collect storm water and melted snow runoff from the roadways and bridges. The intent of these ponds is to collect and hold water in place long enough to allow pollutants to settle at the bottom of the ponds, significantly reducing the amount of pollutants entering larger streams, creeks, rivers, and lakes where it could cause long-term damage to these ecosystems.

- ROW requirements were identified, addressed, communicated, and purchased to move the project forward to the work that is currently under way.

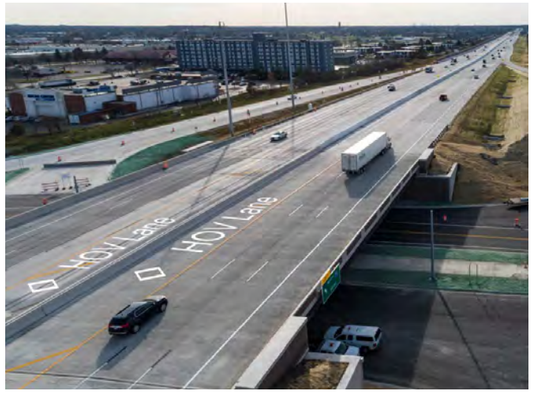
- Noise for the adjacent community has been an ongoing communication, even during work. Minor noise wall shifts due to geometric and safety refinements are an ongoing communication with the community. All the noise walls in the corridor are being replaced and additional warranted walls have been communicated with the key stakeholders along the corridor.

- Stakeholder meetings are ongoing and will continue to educate the affected groups and the public about key work activities and detour routes. Additional platforms to communicate with affected groups and the public include social media communications, news releases, media updates, and an active project website (www.Modernize75.com).

I-75 storage and drainage tunnel being built at the I-696 shaft portal

Transportation Resiliency Focus

The I-75 Modernization Project has addressed transportation resiliency with the implementation of an HOV lane in both directions, as well as the addition of carpool facilities at Adams Road and 12 Mile Road. After widening, the far left lane will be designated for HOV traffic only during peak hours of travel on weekdays. HOV will include passenger vehicles with two or more persons, motorcycles, and transit vehicles. These ridesharing/commuter friendly additions will help reduce CO2 and other global-warming gases by reducing the number of vehicles, which will improve future climate impacts and improve air quality.



I-75 HOV

Complete Streets/Multimodal Focus

The I-75 Modernization Project is a widening and rebuilding project that has been in the planning and development stages for nearly 20 years. The FEIS was completed in 2005 and the ROD was received from the FHWA in 2006. During the planning and development stages, the I-75 Modernization Project focused on improving safe travel

Major Highway Projects

and access for the communities, which include the following complete streets improvements:

- Rebuilding six pedestrian crossings over I-75 and bringing the connecting ramps up to current ADA standards, connecting Hazel Park, Royal Oak and Madison Heights while creating a safer path and enhancing mobility.
- Rebuilding vehicular bridges with appropriately sized nonmotorized accommodations based on existing and future community nonmotorized plans.
- Working with Oakland County and impacted cities to incorporate aspects of their master plans by including shared-use paths, along with the addition of "sharrow" (shared facility between vehicles and bicycles) pavement markings along the lanes of the northbound and southbound service drives (I-696 to south of 12 Mile Road), Lincoln Avenue, and Gardenia Avenue.
- The proposed design includes the addition of a new structure along the southbound I-75 exit to 12 Mile Road to accommodate a future nonmotorized path proposed by the City of Madison Heights.
- Community engagement meetings were held throughout the planning and development phases to allow community members to be engaged and vote on aesthetic treatments as well as landscaping options for the corridor to improve community areas and sidewalks.
- Improved pedestrian safety by eliminating crossings at free-flow loop ramps at the 14 Mile Road and Big Beaver Road interchanges.
- Enhanced landscaping plan throughout the corridor to replace trees removed during project work.

New pedestrian bridges meeting ADA standards to improve mobility (Orchard Avenue pedestrian bridge over I-75)

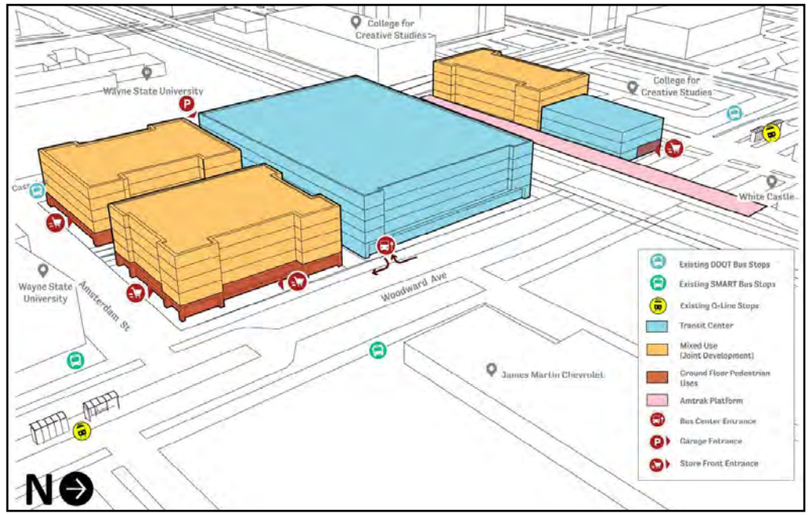
Additional Improvements and Enhancements

- Carpool lots: The I-75 Modernization Project will provide carpooling and fewer cars on the road, which will result in reduced greenhouse gas emissions and improved air quality. The Adams Road carpool lot was expanded and enhanced in 2017. A new carpool lot is to be installed at 12 Mile Road in the next two years. The aesthetic treatment will be like the Adams Road carpool lot to tie into the corridor theme.
- To the extent possible, excavated earth from the project is used in other locations within the project limits. This is not only a cost savings measure but is also an environmentally friendly approach that reduces the amount of fuel used to truck soil on and off the project and reduces the amount of truck traffic on the roadway.
- Trees, landscaping, and habitat protection:
  - Trees will be planted to replace those removed during project work, with some areas receiving more than what was removed. Landscaping will be improved along the corridor, providing habitat and will support birds and other wildlife.
  - Fencing will be installed to minimize vehicle-wildlife interaction.
  - Habitat loss will be minimized by controlling the project footprint and planting vegetation along roadsides.
  - Vegetation clearing is being timed to avoid the breeding season for migratory and non-migratory birds.
  - A bird sweep is being performed by a qualified biologist to identify wildlife and habitat prior to grass mowing/ vegetation clearing and bridge demolition operations.
  - Controlling invasive species by removing existing invasive species along the project's ROW and selecting locally appropriate, non-invasive plants for landscaping along the project corridor.

New Center Intermodal Facility

"Development of a new transit hub in New Center will be a significant and unique opportunity that will generate jobs, investment and growth along the Woodward corridor. It will pay significant dividends in vibrancy and density that will be transformative for both the city and the region." – Sue Mosey, Executive Director, Midtown Detroit, Inc.

The City of Detroit has a legacy transportation system and land use patterns that make nearly all trips reliant on personal auto ownership. As a result, many residents lack affordable access to mobility. The New Center Intermodal Facility project aims to weave together existing needs of aged facilities with improved intermodal connectivity and high-quality passenger amenities in a way that will enhance the transit experience and establish the facility as a world class transit station.



Artists rendering of New Center Intermodal Facility preferred concept

Presently, MDOT is examining sites for both rail and bus facilities, considering opportunities for transit-oriented development (TOD), equitable access, multi-and inter-modal connectivity, and intercity services.

Equity and Inclusion Focus

Site selection is being driven by the need to facilitate equitable access to transit services, connectivity between bus and rail, and opportunities for adjoining commercial development based on TOD principles. Needs established through stakeholder outreach include:

- Improved connectivity and convenience for residents, workers, and visitors traveling to and within the city.
- A mobility hub that integrates intercity services with access from the transit, biking, and road network.
- Leveraging of property that MDOT already controls to support development, including a large site in New Center and the Howard Street Bus Terminal site.

Complete Streets/Multimodal Focus

- Improve Connectivity: Maximize connectivity across modes (passenger rail, M-1 rail, intercity bus, and transit services) and local and regional destinations.
- Establish a Regional Transportation Hub: Grow into a vital regional transportation hub that can enhance mobility for the region and accelerate development in the local area.
- Improve Customer Experience: Provide high-quality passenger amenities to improve the customer experience.
- Enhance Public Space: Incorporate public space improvements as well as opportunities for retail and commercial activity both inside and outside the new facility to encourage a pleasant pedestrian and passenger experience.
- Leverage Land Value: Leverage real estate development opportunities to generate revenue to support station development and operations.

Accelerated Passenger Rail: Kalamazoo to Dearborn

In 1846, the Michigan Central Railroad established the first regularly scheduled passenger rail service between Kalamazoo and Detroit. In 1852, the service was extended to Chicago, providing a new era in the growth and prosperity for Michigan and Illinois alike.

MDOT manages 665 miles of state-owned rail lines. These five lines are operated under contract by five freight railroads. Intercity passenger rail service is also provided by Amtrak on a 135-mile state-owned line between Kalamazoo and Dearborn, acquired from the Norfolk Southern Corp. in 2012. This line is part of Amtrak's Wolverine and Blue Water passenger rail services and is MDOT's Accelerated Rail Corridor segment that will accommodate passenger train speeds up to 110 mph, reducing the travel time between Detroit and Chicago.

MDOT continues its efforts to make infrastructure enhancements necessary to increase passenger train speeds up to 110 mph on the state-owned portion of the accelerated rail corridor. The Federal Railroad Administration (FRA) approved increasing passenger train speed up to 110 mph on a segment between Albion and Kalamazoo. This is the first segment on the state-owned portion of the corridor that has received this approval. Speeds are expected to increase next between Jackson and Albion in Fiscal Year (FY) 2022, followed by Dearborn and Ypsilanti in FY 2023 and, finally, Ypsilanti and Jackson in FY 2024.

MDOT has received $61.75 million in federal grants to be invested over the next five years. The grants will help cover costs associated with bridge replacements in Jackson, strategic track and signal improvements, trespassing prevention, and preliminary work for a new track connection in Battle Creek.

Multimodal Focus

This 135-mile segment of the corridor serves several station communities, connects those communities, and provides a viable transportation option for residents to connect to the entire intercity passenger rail network. Connecting intercity bus routes enhances this accessibility and local transit routes can provide direct connection. MDOT's investments, assisted by federal grants and contributions from Amtrak, are intended to improve the viability and safety of travel on the corridor.

The 352 Wolverine, bound for Detroit, picks up speed as it leaves Kalamazoo, passing under Sprinkle Road

Project Elevate: Gerald R. Ford International Airport

Grand Rapids is a thriving hub of economic and cultural activity that has experienced a surge in travel in recent years. In response, Gerald R. Ford International Airport (GRR) launched Project Elevate, a three-development expansion to accommodate projected passenger growth over the next 20 years.

Gerald R. Ford International Airport Project Elevate

Project Elevate includes a $90 million 75,000 square foot expansion to Concourse A, eight additional passenger gates, a $50 million new and relocated aircraft control tower, and a $25 million federal inspection station (FIS) that will expand the airport's capabilities to service commercial international flights. The work is expected to be completed in 2022.

Transportation Resiliency Focus

The building performance targets a 70 percent energy reduction goal from 170 kilo-British thermal units (kBTU) per square foot per year (kBTU/sf/year) down to 51 kBTU/sf/year. This will ensure energy and economic savings to the airport for years to come and provide a comfortable and pleasant traveler experience year-round.

Rebuilding of the First Detroit Metro Airport Runway

Detroit Metropolitan Airport (DTW) is continuing to make progress on completing work to rebuild Runway 3L/21 R and the associated taxiways. This was the first runway built at DTW in the 1950s and has reached the end of its useful life.

Work on Runway 3L/12 R at Detroit Metropolitan Airport

As part of this project, decommissioned pavement is being removed, geometry is being updated to current design standards, bypass taxiways are being added, and Taxiway P is being extended. These measures are expected to improve safety by reducing acute angle intersections, adding shoulder pavement, and improving the operational flow throughout the completed area. The rebuilding project will ensure that all current Federal Aviation Administration (FAA) standards are met and will improve the efficiency of the airfield by reducing departure times.

Passengers will see the rebuilding project in progress, but flight schedules will not be impacted. The overall cost of this multi-year project, including both design and building phases, is approximately $256 million and is being paid for with a combination of federal and local funds.

Rebuilding of the First Detroit Metro Airport Runway, continued

Transportation Resiliency Focus

The Wayne County Airport Authority (WCAA) is committed to reducing its carbon footprint, and in 2019 received an award for sustainable infrastructure for ongoing rebuilding of Runway 3L/21R and associated taxiways at DTW. A sustainability charrette was held at the onset of design with follow-up meetings at key milestones, engaging representatives from WCAA Airfield Operations, Maintenance, Environment and Sustainability, and other departments. This diverse and continued engagement enabled holistic integration of sustainability into the project. Specific sustainability elements of the design include:

- **Public Health and Safety:** To help pilots with safety on the departure runway, a point of reference called a screen can provide important visual cues for height and distance. Sustainable materials for this included an earthen berm as well as a combination of fencing and carefully selected native seed mix to deter wildlife from dwelling on the airfield. Water needed for dust control was sourced from on-site stormwater detention ponds, reducing water-truck fill times and the water footprint of the project.
- **Material Efficiency:** Excavated materials are being reused in the formation of embankment, subgrade, and an earthen berm. In addition to reducing impacts from hauling, and minimizing the need for virgin materials, this strategy is expected to divert up to 90 percent of building waste from landfill disposal. In addition, 90 percent of materials are local or regional, contributing to the Detroit economy and reducing emissions and fuel use associated with trucking.
- **Long-Term Climate Adaptability and Resiliency:** The project team identified several likely climate-related impacts, including rising temperatures, increased precipitation, and frequency of intense snowstorms. To address deterioration of pavement, alternatives were analyzed to maximize durability over its 20-year lifespan. Strategies to adapt to freeze/thaw cycles include the installation of underdrains beneath the pavement's base to reduce moisture accumulation.

Earthen berm visibility screen

Passenger Transportation Innovations

The Office of Passenger Transportation (OPT) assists public transit agencies in the use of technology to improve the mobility of Michigan residents, especially those with the greatest mobility challenges, by using mobility challenge grants, federal discretionary grants, and other funding sources. Mobility gaps are a key indicator of inequities in our transportation network. Innovation and new technology can be used to fill those gaps and provide greater levels of environmental justice, equity, and accessibility. OPT is also focused on using technology and innovation to help the transit industry recover from the COVID-19 pandemic and be better prepared to respond to future challenges.

The technologies that are being demonstrated and studied around the state and nation have taken on a new level of importance as they provide essential assistance in the pandemic response. Automated wheelchair securement systems, contactless fare systems, and app-based scheduling all reduce the need for close contact during the trip process, keeping passengers and drivers safer than ever before. The expansion of these technologies will be an ongoing effort over the course of this five-year transportation program. This section highlights current and planned passenger transportation projects during the FY 2022-2026 timeframe.

Automated Bus Consortium

MDOT partnered with the Michigan Economic Development Corp. (MEDC) and PlanetM to join 10 other transit and transportation agencies from around the country to form the Automated Bus Consortium, a collaboration lead by consulting firm AECOM. Suburban Mobility Authority for Regional Transportation (SMART), the transit agency that services Metro Detroit, joined the consortium in 2021. The consortium is an innovative approach intended to accelerate the deployment of automated transit technologies and will combine the purchasing power and collaborative decision-making of these founding transit agencies.

Automated Bus Consortium artist rendering

The pilot projects will use 40-foot full-speed buses to allow consortium members to demonstrate and deploy automated technologies in live service environments. By joining the consortium, the cost of conducting local automated bus projects will be reduced for each agency. Lessons learned and best practices from each pilot project will be shared among member agencies and with the Federal Transit Administration (FTA) to promote better and faster learning and adoption of safety protocols and operational insights. The plan is to begin purchasing the automated buses in 2022 with deployments beginning in 2023.

Safety Demonstration Projects

The Bay Area Transportation Authority in Traverse City is piloting a connected vehicle technology focused on crash avoidance. The system provides operators with a 360-degree view around the bus while it is in motion to detect and warn them of hazards to the front, sides, and rear of a bus.

SMART in southeast Michigan will be demonstrating a pedestrian detection system designed to improve safety for passengers boarding or disembarking along with people in the roadway.

Bay Area Transportation Authority 360-degree detection system

Passenger Transportation Innovations

Electric Buses and Infrastructure

Assisting transit agencies to convert their diesel fleets to zero emission vehicles will improve the air quality in our beautiful state and supports Gov. Gretchen Whitmer's carbon neutrality goal. MDOT, in partnership with CALSTART, was awarded a federal Low or No-Emission Bus Program (Low-No) grant for the planning, procurement, and demonstration of fully electric transit vehicles and charging stations at six agencies across Michigan. CALSTART will assist with planning routes, infrastructure placement, and the procurement process. The vehicles will range in type from vans to large buses. This deployment will inform the expansion of more zero emission vehicles throughout the state.

The Detroit Department of Transportation (DDOT) and SMART received a $2.6 million federal Low-No grant in FY 2019 to purchase up to six electric buses and charging infrastructure. MDOT is providing the required local match for this project. DDOT expects to deploy the first buses in 2022.

COVID-19 Research Demonstration Program

In 2021, MDOT was awarded a $600,000 COVID-19 Research Demonstration Program grant for two projects. The first project will demonstrate Quantum automated wheelchair securements on buses at five transit agencies around the state. These devices eliminate the need for drivers to manually secure wheelchairs on the bus, allowing for improved social distancing and safety for both passengers and operators. The second project will provide a contactless fare payment system at Charlevoix County Public Transportation, which will integrate with the agency's computerized dispatch system.

Quantum "Q'straint" automated wheelchair securement

Mobility as a Service (MaaS)

Mobility as a Service (MaaS) is the integration of various transport services, such as public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination of modes, into a single mobility service that is accessible on demand. The ability to easily access up-to-date information about transit services available throughout the state is a need that was amplified by the global pandemic. Transit services needed to adapt quickly and often to protect drivers and passengers. Conveying the changes to the public was difficult and cumbersome using traditional means. A MaaS platform can provide essential information in real time and make it easier to plan trips. OPT plans to hire a technology firm to develop a statewide MaaS platform that can meet the needs of different agencies around the state.

Contactless Fare Systems

Transit agencies are piloting contactless fare systems that allow riders to purchase fares on their smartphones. Eliminating the handling of cash improves financial security, mitigates potential viral contamination, and improves customer experience. Charlevoix County Public Transportation is integrating a new contactless fair system with their computerized dispatch system to give riders a convenient, more seamless travel experience. The Ann Arbor Area Transportation Authority also is piloting contactless fares.

Passenger Transportation Innovations

On-Demand Service

The popularity of ride-hailing services, such as Lyft and Uber, is changing people's expectations of transit service. Public transit providers are recognizing the need to offer on-demand service to remain relevant, and developments in transit technology are making that kind of service possible. MDOT provides some financial support to several on-demand pilots and services that were launched or are planned in areas including Calhoun, Genesee, Charlevoix, and rural Washtenaw counties, Traverse City, Dearborn, and Troy.

- Battle Creek Transit launched BCGo with technology partner Liftango in March 2021. This service allows riders to book trips throughout Calhoun County via a phone app, website or telephone call as little as 30 minutes prior to pick-up time and up to two weeks in advance. Fares, which can be paid digitally or at time of pick-up, are based on trip distance. All vehicles used in the service are wheelchair accessible. The pilot program will operate for 12 months and is intended to demonstrate the effectiveness of on-demand, countywide public transportation.
- SMART partnered with Via to launch SMART Flex in March 2021. This two-year pilot operates in three zones, Dearborn, Troy and the Hall Road corridor, to provide short trips and first-mile, last-mile connectivity to SMART's FAST service. Riders can book trips with an estimated wait time of no more than 15 minutes, as well as pay digitally. Maximum fares are $8. The two-year partnership is a turn-key operation that puts the burden of maintenance and operation on Via, with SMART monitoring its success in the zones for future expansion.

Battle Creek Transit BCGo vehicle

Revenue Assumptions

MDOT is responsible for all roads and bridges on the state highway system, known as the state trunkline system, that start with M, I, or US, such as M-43, I-94, US-131, and some unsigned or old routes. MDOT's jurisdiction includes approximately 9,700 route miles of state trunkline highways and 4,413 bridges. The total estimated state and federal revenues available for the state transportation system, including roads, bus, rail, nonmotorized facilities, aviation, marine, and inter-modal facilities, is outlined in this section.

Highway Program

Federal Funding

The total federal highway program revenue expected over the five-year program period of FY 2022-2026 is $4.1 billion. FY 2021 was the sixth year of the surface transportation authorization bill, Fixing America's Surface Transportation Act (FAST Act). Authorized in 2015 for five years, the FAST Act was extended for another full year, until Sept. 30, 2021. MDOT has worked with state DOTs across the country through the American Association of State Highway and Transportation Officials (AASHTO) to advocate for timely reauthorization that increases funding for federal transportation programs, improves state DOT flexibility to spend federal funds, and provides a long-term sustainable solution to the Highway Trust Fund (HTF) solvency problem.

Recent projections by the Congressional Budget Office (CBO) estimate that the balances in the HTF's two accounts, which are for highway and mass transit, will be exhausted as early as 2022. To reverse the shortfall, the sources of revenue for the fund, which include taxes from gasoline, diesel fuel and other fees on heavy trucks, would need to be increased at a level equal or greater to the highway and transit programs annual increases, which are indexed to inflation. If the trust fund's balances were to be exhausted, the federal government would not be able to make payments to states on a timely basis, and states would face challenges in planning for transportation projects due to uncertainty about the amount or timing of payments from the Treasury.

State Funding

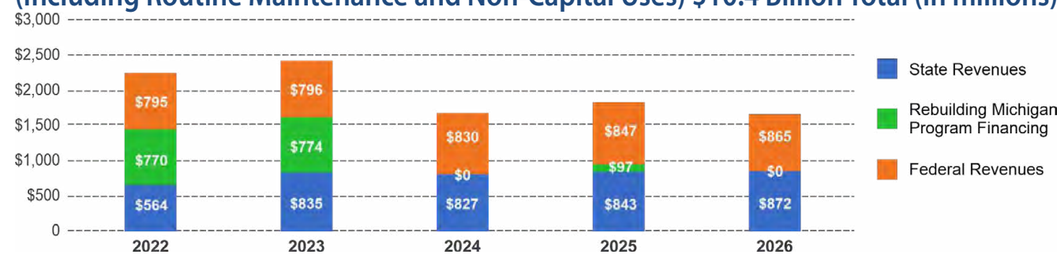
State revenue projections estimate that nearly $3.9 billion in state revenue is available for MDOT's FY 2022-2026 Highway Program, including routine maintenance. During this period, RBMP bonds will add $2.3 billion in road financing out of the total $3.5 billion. Revenue for the $300 million Blue Water Bridge (BWB) Plaza project, included in the total below, will be coming from a federal grant, BWB toll revenues, and future BWB bonding. State revenue estimates are based on the Michigan Department of Treasury forecast for the State Trunkline Fund (STF).

For many years, Michigan had difficulty finding state and local funds to match federal aid, and the magnitude and duration of the COVID-19 economic impacts add to this uncertainty. MDOT has managed its finances wisely but impacts on revenues and future programs will depend on the length and severity of the outbreak and its effect on the Michigan economy.

Other factors affecting state funding include:

- Beginning in 2022, fuel tax rates will be tied to inflation to help remedy the decline of its purchasing power.
- In FY 2022- 2026, $235 million in income tax and an average of $19.2 million in excise tax on recreational marijuana will be appropriated annually to the STF.

Figure 4: FY 2022-2026 Estimated Revenue for Highway Program (Including Routine Maintenance and Non-Capital Uses) $10.4 Billion Total (in millions)



Public Transportation Program

The Public Transportation Program, which includes bus, marine and rail programs, is primarily supported by annual appropriations from the state Comprehensive Transportation Fund (CTF) and FTA.

Federal Funding

The Public Transportation Program's revenue assumptions include more than $101 million for potential federal grants to MDOT. These funds are administered by MDOT and do not include federal funds that are received directly by transit agencies, Amtrak, or other transportation providers. Funds from the FTA are estimated to increase by 4 percent annually during this five-year plan. Dedicated federal aid for railroad crossing safety is estimated to gradually increase. Additional federal funding related to the pandemic is detailed below.

THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT

Signed in March 2020, the CARES Act provided transit operators across Michigan more than $350 million to stabilize agency budgets from lost fare revenue and reduced ridership, along with increased expenses for vehicle cleaning and other unanticipated costs caused by the national emergency. The CARES Act funding for transit agencies was provided at 100 percent federal share, with no local match required. Agencies in urban areas received nearly $277 million while agencies in rural areas received $73 million. The funds are being used to support capital, operations and other expenses incurred in response to the pandemic. Eligible operating expenses for all rural and urban recipients included the maintenance of transit services, payments for administrative leave for transit personnel who were furloughed due to reduced operations, and the cost of delivering food and medications to people who were at high risk of contracting COVID-19.

THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA)

In December 2020, the CRRSAA provided $144 million to transit operators in Michigan. CRRSAA also allocated funds to cover payroll and operations expense relief for transit agencies and support operations for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program that was not included in the CARES Act. Funding from CRRSAA to transit providers in Michigan provided stability as the COVID-19 pandemic continued into early 2021.

THE AMERICAN RESCUE PLAN ACT (ARPA)

Passed into law on March 11, 2021, ARPA provides $289.9 million to transit operators in Michigan to help with continued budgetary strains. These funds, like CARES and CRRSAA, are also available with no match requirement. The funds must be used for operational expenses unless all previously furloughed employees have been returned to duty. ARPA funds support the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, 5311 Rural Formula Program, 5311(f) Intercity Bus Program, and 5307 Urbanized Area Formula Program in Michigan. All three federal stimulus plans also provided direct relief to Amtrak, which in part helps to offset MDOT's obligations related to the annual operating subsidies.

State Funding

The CTF is a state-restricted fund dedicated to bus, marine, rail and port programs. CTF funds come primarily from state fuel taxes, motor vehicle registration fees, and sales taxes on vehicle-related sales. Due to the CTF being subject to an annual appropriations process, it is rare that MDOT makes a multi-year funding commitment from the CTF, other than continuation of the annual programs mandated in Act 51.

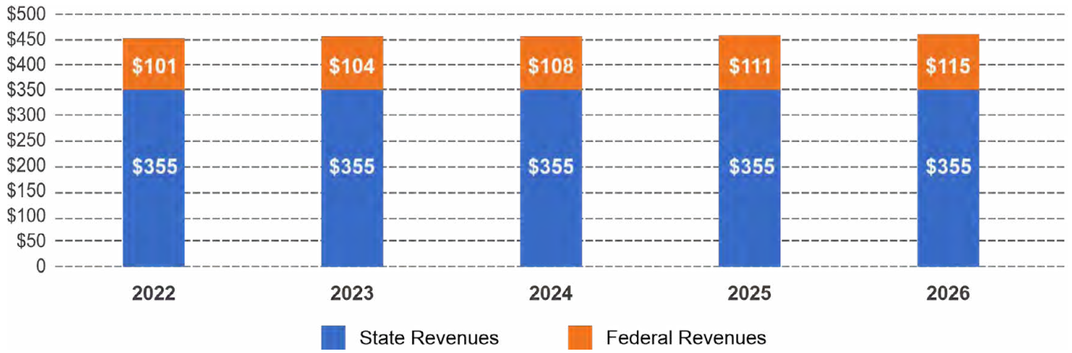
CTF revenue is estimated for FY 2022 at approximately 3.8 percent more than the FY 2021 CTF appropriation. Estimates for the remaining years of the program (FY 2023-2026) will vary from year to year but are being impacted by the 2021 amendment of Public Act 167 of 1933 to redirect $18 million of sales tax revenue from the CTF to the General Fund. This redirection, plus the reduced revenues due to COVID-19, made a significant negative impact on programs funded by the CTF. The possibility of selling CTF bonds is also being considered. Should there be a new CTF bond issue, any potential CTF revenue growth will likely be needed for debt service payments.

The Public Transportation Program also includes restricted Michigan Transportation Funds (MTF) dedicated to railroad crossing safety, which is estimated to remain constant through the five years of this program.

Local Funding

The FY 2022 budget also includes local and private funds in case local or private entities decide to provide matching funds for a special project. However, very little local or private funds have been used for this purpose historically. Therefore, local or private funds are not shown in the FY 2022 budget as estimated revenue in this plan.

Figure 5: FY 2022-2026 MDOT Public Transportation Program Revenue Estimates $2.3 Billion Total (in millions)



Aviation Program

Federal Funding

The FAA Reauthorization Act of 2018 reauthorized the FAA and aviation programs until the end of FY 2023. This includes the Airport Improvement Program (AIP), which provides more than $3.18 billion annually in entitlement and discretionary grant funds to more than 3,300 eligible airports nationwide. Of Michigan's 226 public use airports, 95 are eligible for federal funding and current funding levels were estimated based on previous years' levels. At this time, FY 2024-2026 federal funding levels are uncertain and are estimated to increase or remain at current levels.

The COVID-19 pandemic has caused a decrease in enplanement revenue and aviation fuel consumption. The CARES Act provided the state and local match for the 2020 AIP Grants and the ARPA will provide the match for the 2021 AIP Grants. This will help offset the loss of revenue due to the pandemic.

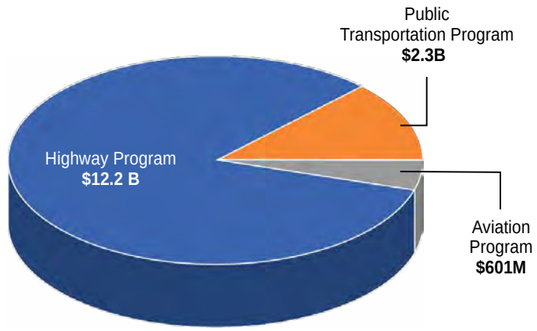
State Funding

The State Aeronautics Fund (SAF) revenue comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax. In 2015, part of the state sales tax on aviation fuel was allocated to the SAF, as well as the Qualified Airport Fund. Revenue from airport parking tax supports debt service for bonds issued and disbursed in the early 2000s, to be repaid through 2032. As the bond debt is paid, revenue received from the Airport Parking Tax can be dedicated to the capital outlay budget.

Investment Strategies

The 5YTP presents MDOT's planned investments in this system across all modes over the five-year period spanning from 2022 to 2026 of about $15.1 billion. A total of $12.2 billion will be invested in the Highway Program with a continued focus on preservation, repair, and maintaining operations. Over these five years, an estimated $601 million will be invested in the Aviation Program and $2.3 billion will be invested in the Public Transportation Program, including bus, rail, marine, and port programs that focus on system preservation.

Figure 6: FY 2022-2026 MDOT Transportation Program $15.1 Billion Total



Highway Program and Non-Capital Uses

Public Act 51 of 1951 (Act 51) mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid eligible roads, with MDOT remaining responsible for ensuring federal regulations are followed and funds are managed appropriately. MDOT complies with this provision in an oversight role at various points throughout a project, while local agencies are responsible for planning, scoping, and design, as well as testing and construction engineering services. Local agencies ultimately deliver more than 500 federal-aid projects annually, with an average project cost of $500,000.

MDOT has a pavement preservation formula that allocates funding to its seven regions between the Road Improvements and Rebuilding program, Non-Freeway Resurfacing Program, and Freeway Resurfacing Program. The formula, updated annually with current pavement condition, traffic, cost, and eligible lane miles, includes four overall factors:

- Pavement condition,
- Eligible lane miles for pavement rebuilding and repair work,
- Usage (based on average daily traffic volumes), and
- Regional costs.

For the Bridge program, funding is distributed to MDOT regions through a bridge preservation allocation formula that uses the deck area of bridges in each National Bridge Inventory (NBI) condition. Funding is split into investment targets for replacement, repair, and preventive maintenance work.

The table on the following page displays the investment strategy for FY 2022-2026 for the Highway Capital Program at $12.2 billion. This total reflects investments for pre-building activity (i.e., scoping, design, environmental clearance, and ROW acquisition) and building activities. This level of investment will provide Michigan travelers with approximately 660 miles of improved roads per year over the next five years, and repairs to 175 bridges per year. MDOT also will manage its road system by extending the life of approximately 726 miles of pavement each year through the capital preventive maintenance (CPM) program and 336 miles of non-freeway resurfacing.

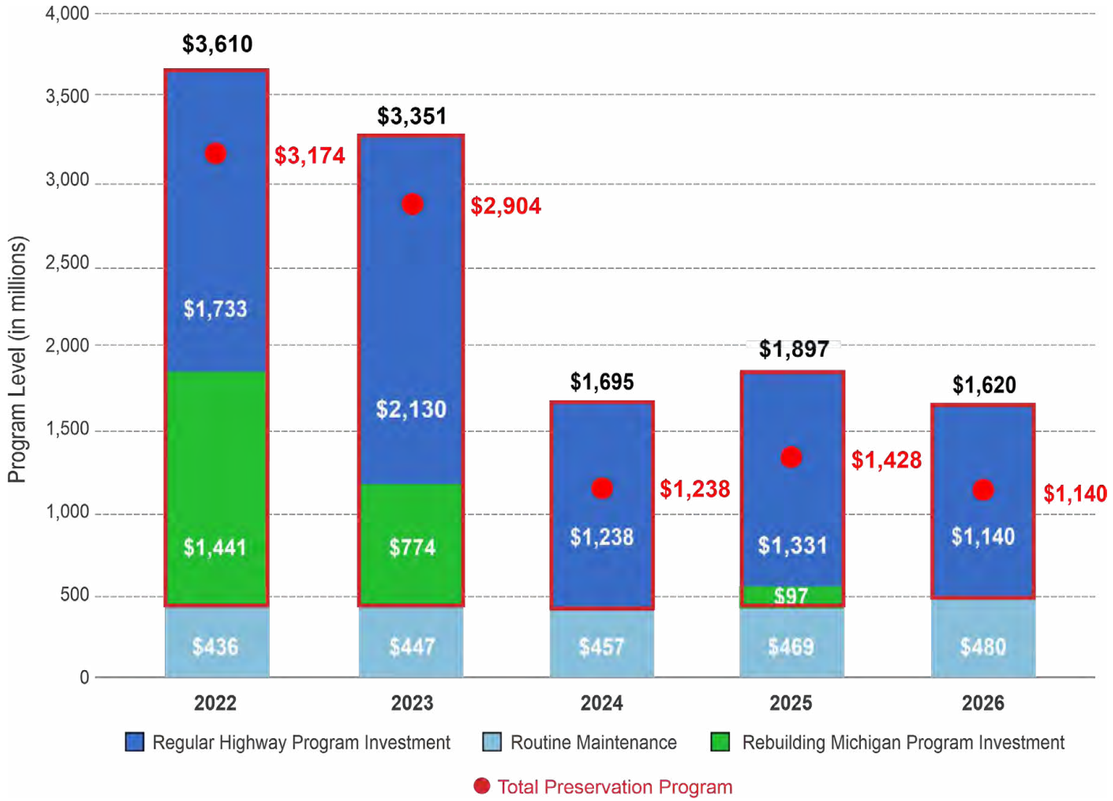
Highway Program Investment FY 2022-2026 (in millions)

Program	Five-Year Average	Five-Year Total
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Rehabilitation and Reconstruction	$1,078	$5,388
Capital Preventive Maintenance	$88	$442
Freeway Resurfacing Program	$19	$97
Non-Freeway Resurfacing Program	$43	$214
Trunkline Modernization	$188	$941
TOTAL - *Repair and Rebuild Roads*	**$1,416**	**$7,081**
REPAIR AND REBUILD BRIDGES		
Bridge Replacement and Preservation	$148	$741
Culverts - Capital	$46	$46
Big Bridge	$32	$162
Special Needs	$36	$181
Blue Water Bridge - As Needed Capital Projects	$3	$15
Capacity Improvement - BWB Plaza Project	$50	$252
TOTAL - *Repair and Rebuild Bridges*	**$278**	**$1,397**
ROUTINE MAINTENANCE	**$458**	**$2,289**
TOTAL - Repair and Rebuild Roads and Bridges	**$2,153**	**$10,767**
SAFETY AND SYSTEM OPERATIONS	**$74**	**$368**
TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO)	**$117**	**$585**
OTHER STATE AND FEDERALLY FUNDED PROGRAMS		
Transportation Alternatives	$11	$57
Recreational Trails	$3	$13
Roadside Facilities	$7	$34
Workforce Development	$9	$45
Non-Federally Funded Programs	$61	$305
Total - *Other State and Federally Funded Programs*	**$91**	**$454**
TOTAL - FIVE-YEAR TRUNKLINE PROGRAM	**$2,435**	**$12,174**

Figure 7: Highway Program Investments FY 2022-2026

The figure below illustrates Highway Program investments over the five-year period. Routine maintenance investment is expected to increase year by year. The total highway program investments are shown below. The total highway program investment in system preservation is shown below as being funded by the regular highway program as well as the addition of RBMP bond funds for FY 2022-2026.

Figure 8: Highway Program Investment FY 2021-2026 (in millions) $12.2 Billion Total



Multi-Modal Program

MDOT's FY 2022-2026 Multi-Modal Program includes the Public Transportation Program and the Aviation Program, which are administered by three separate offices. The Office of Passenger Transportation (OPT) manages bus and marine programs while the Office of Rail (OOR) administers the rail and port programs. Together, these comprise the Public Transportation Program. The Office of Aeronautics administers the aviation program. These offices provide capital and operating assistance, technical support, and safety oversight for the department's Multi-Modal Program.

The Multi-Modal Program's primary focus is on safe and secure operation of the existing transportation system through routine maintenance, capital replacement and repair, and preservation of existing service levels. MDOT's approach to the Multi-Modal Program differs from the Highway Program in that much of the infrastructure is owned, managed, and operated by entities other than MDOT, and the funding that MDOT is responsible for represents only a small portion of the overall investments in these modes.

Figure 9: Multimodal Investment Strategy

Multi-Modal Investment Strategy (Subject to appropriation of federal, state, and local funds)	FY 2022	Five-Year Average (per year)	FY 2022-2026 Five Year Total
PUBLIC TRANSPORTATION PROGRAM			
Local Bus, Intercity Bus, Passenger Rail, Rail Freight, and Ports*	$456.3 million	$463.1 million	$2.31 billion
AVIATION			
Airport Improvement Program (AIP), Air Service Program (ASP)**	$121.15 million	$120.2 million	$601 million
TOTAL	**$568.45 million**	**$583.2 million**	**$2.91 billion**

**Includes only state and federal expenditure authority.*
***Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT Airport Improvement Program.*

Public Transportation Program

MDOT's Public Transportation Program includes local bus, intercity bus, marine passenger, vanpooling, passenger rail, freight rail, and ports. The program provides for a combination of capital and operating assistance, technical support, safety oversight, and compliance monitoring for each of the modes.

The FY 2022 Public Transportation Program includes $339.6 million of CTF, $15.6 million of other state funds, and $101.1 million of federal funds for a total FY 2022 program of $456.3 million. This is comprised of Department of Treasury's Office of Revenue and Tax Analysis (ORTA), January 2021, revenue estimates and estimated unreserved CTF fund balance at the end of FY 2021.

The investment of CTF revenues in the Public Transportation Program is determined by detailed requirements currently set forth in Act 51, as well as the annual appropriations process. Act 51 requires the majority of CTF revenues to be used for local transit and are focused heavily on the preservation of the existing public transportation system. Likewise, there are specific requirements for FTA funding depending on several factors that vary by program application. These are detailed in each of the following sections.

Local Public Transit Program

The Local Public Transit Program provides funding for operating and capital support, training, and special projects to local public transit operators. Additional information regarding services under this program can be found within The Official Guide to MDOT (2021). MDOT's local transit investments will focus on:

1. Preserving existing services in all 83 counties via operating assistance to local bus and public marine service providers.
2. Supporting capital strategies established by local agencies by matching federal capital grants for infrastructure and minor capacity expansion.
3. Preserving and maintaining existing infrastructure (largely locally owned) via state investment and match for federal funds to support routine vehicle replacement.
4. The use of COVID Relief funding to fill funding gaps related to the pandemic.

State funds are combined with federal and local dollars, including farebox revenue and local millages, to support operation and maintenance of the local transit network. The proposed funds for FY 2022 are anticipated to restore the state Local Bus Operating (LBO) assistance to the FY 2020 funding level. The CTF available to match federal aid will be enough to leverage all anticipated federal operating and capital formula allocations but may not be enough to match all competitive awards. A high level of success in receiving federal discretionary funds could put a strain on the CTF.

More than 80 percent of FTA formula funds for local bus systems go directly to transit agencies and are not reflected in MDOT's 5YTP. Under Act 51, all federal funds are matched by MDOT using the CTF funding appropriated for that purpose. When CTF dollars are not enough to match federal funds, the impact is absorbed by the local transit infrastructure and reduces a transit agency's ability to access federal funds. Given the discretionary nature of some of these funds, it is not yet known if the CTF dollars available will be enough to match all available federal transit aid.

Vanpooling Program

The MichiVan Program will be maintained with state, federal, and local funds. MDOT contracts with private service providers to help organize and sustain the MichiVan vanpool program as a commuting alternative. Federal funds for MichiVan come from the FHWA's Congestion Mitigation and Air Quality (CMAQ) program and are included in the Highway Program Investment Strategy. In addition, a small amount of CTF is used each year for the program.

Marine Passenger Program

The FHWA Ferryboat Formula Program (FFP) provides annual allocations to eligible ferry systems in Michigan and is estimated to increase 2.3 percent each year. The funds that will come to Michigan under this program are not shown in the bus and marine programs but are included in the Highway Program Investment Strategy.

The four state-subsidized marine passenger systems will continue to receive LBO to preserve the existing service. State marine capital funds available throughout this five-year period will be used to match FFP funds as well as routine infrastructure maintenance and improvements to ensure the integrity of the system. However, due to the small amount of state and federal capital funding available, deterioration of the infrastructure over the life of this program is likely. With the inability to provide funding for the much-needed replacement ferry vessels and dock improvements, ferry services in the state may be impacted.

Intercity Bus Program

The Intercity Bus Program provides both operating and capital assistance for the intercity network in the state, with the goal to allow residents access to the national transportation network. The program is supported with a combination of federal and state funds, except for the Terminal Development Program, which pays for small projects using state funds only.

More information regarding funding, administration, and future plans under this program can be found with the Intercity Bus Application and on the OPT website.

Passenger and Freight Rail Programs

MDOT invests state CTF and MTF dollars, as well as dedicated federal grade crossing funds, through its rail programs. MDOT will also invest $61.75 million from federal grants that were awarded in FY 2018, 2019 and 2020. The bulk of MDOT's investment in rail will be to preserve and enhance Michigan's intercity passenger rail services, as mandated by federal

statute or existing contractual arrangements. Under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), MDOT is responsible for providing operating support for the three Michigan intercity routes that serve 22 station communities. Federal stimulus dollars will offset a portion of these subsidies at least through FY 2022. In FY 2022, MDOT plans to invest $26 million in Amtrak's operation of these three routes, including some shared costs related to the Midwest intercity passenger rail fleet.

Investments on the state-owned portion of the accelerated corridor between Kalamazoo and Dearborn will focus on what is needed to meet federal grant requirements associated with the purchase and initial investments in the corridor. Requirements include achieving and maintaining passenger train speeds of up to 110 mph. Speeds were recently increased on the first segment of the corridor between Kalamazoo and Albion, with a segment between Jackson and Albion to follow in FY 2022. MDOT plans to invest $25.4 million in CTF funds on the state-owned Kalamazoo-Dearborn corridor, in addition to a portion of the $61.75 million from the previously awarded federal grants.

Remaining CTF dollars will be strategically invested in state-owned freight line preservation and freight economic development, while dedicated MTF and federal dollars will be invested in safety enhancements at railroad crossings. Specific projects will be identified annually based on available funding, but in FY 2022 will generally include $14 million through the Freight Economic Development Program, $13.8 million in track and bridge work on state-owned freight-rail corridors, and $9 million at railroad crossings on local roads (with additional investments at trunkline crossings accounted for in the Highway Program).

Port Program

For each of the next five years, MDOT anticipates providing approximately $420,000 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist with operating costs and marketing activities.

Aviation Program

The Airport Improvement Program (AIP) provides formula funding for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Michigan currently has 94 airports that are eligible for this program, distributed as follows:

- Primary airports are allocated a minimum of $1 million with additional funding based on the number of enplanements;
- Non-primary airports are allocated $150,000 annually.

Airports can also compete for discretionary and supplemental appropriation funding in the form of grants. Requiring a match, these grants are typically either 90 percent federal, 5 percent state, and 5 percent local, or 95 percent federal, 2.5 percent state, and 2.5 percent local for economically distressed communities. This program is expected to invest $120 million annually in Michigan's airport system, with variances each year based on the discretionary projects.

MDOT's Air Service Program provides state funds to help support, promote, and expand commercial air service in Michigan with different funding tiers based on the number of enplanements. Larger airports are matched up to 50 percent, while smaller airports are matched up to 90 percent. Currently, 19 airports are eligible for the Air Service Program, which is expected to invest $250,000 annually in Michigan's airport system. Grants are awarded to commercial service airports in four categories:

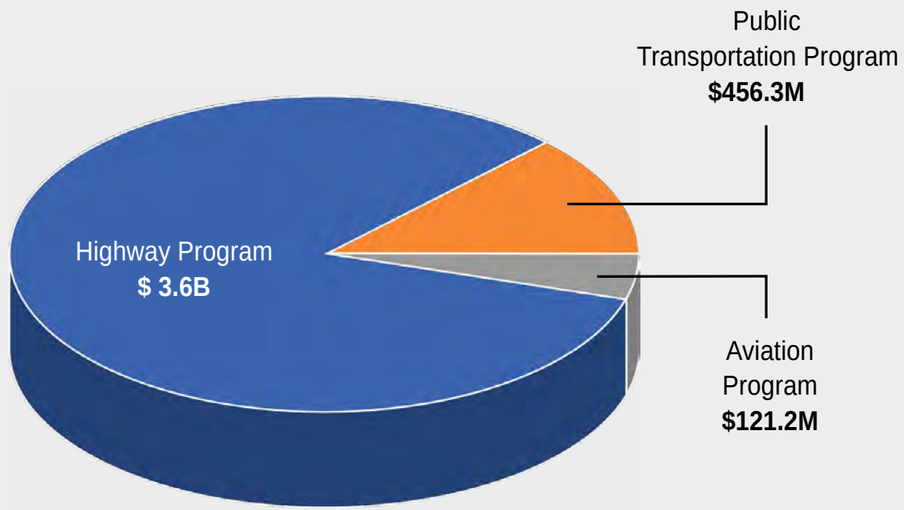
- Aircraft Rescue and Firefighting,
- Airport Awareness,
- Capital Improvement and Equipment, and
- Carrier Recruitment and Retention.

State aeronautics funding levels are an ongoing challenge. At this time, it is not known if there will be sufficient funds to match current federal funding with the standard 5 percent state participation (90 percent being federal funding and the other 5 percent local funding). In addition, due to the decrease in funding, the Air Service Program may be reduced. There is currently no funding for a state/local program for the 131 public use airports that are not eligible for federal funding.

The Office of Aeronautics strives to provide the safest and most efficient aviation system in the nation by employing new technologies and continually improving internal processes. Unmanned aircraft systems, or drones, are continuously being tested and utilized in new ways to help provide the highest quality service.

Highlighting Upcoming FY 2022

Figure 10: FY 2022 MDOT Transportation Program
$4.2 Billion



MDOT FY 2022 Transportation Program

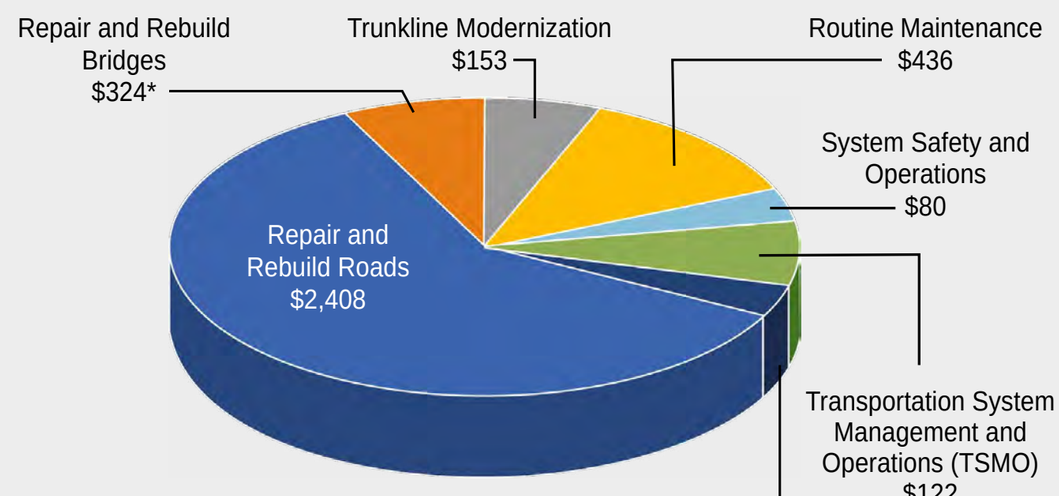
MDOT's $4.2 billion FY 2022 program investment is a vital part of Michigan's economy, estimated to support 39,088 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations.

Of that total investment, MDOT will dedicate:

- $3.6 billion to system preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges and
- A combined $577.5 million in the Multimodal Program, providing capital and operating assistance, technical support, and safety oversight for passenger rail, rail freight, aviation, marine and port, and local and intercity bus sectors of Michigan's transportation system. This includes:
  - $456.3 million for the Public Transportation Program and
  - $121.2 million for the Aviation Program.

Highlighting Upcoming FY 2022

Figure 11: FY 2022 Highway Program Investment (in millions)
$3.6 Billion



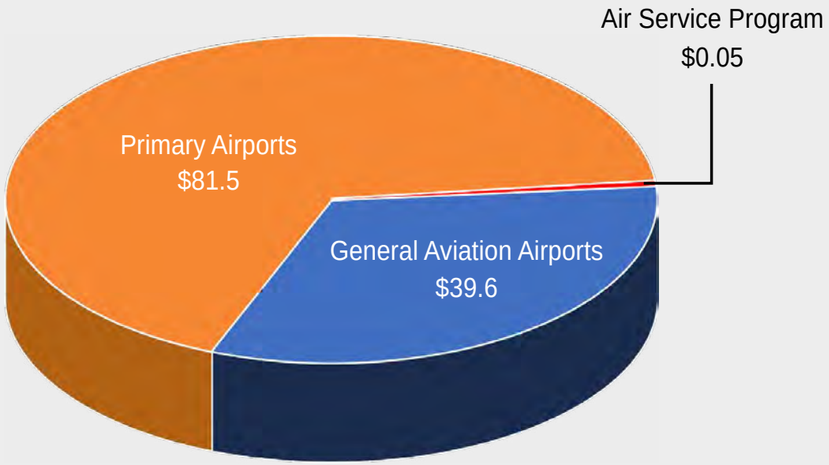
** Includes $30 million for Blue Water Bridge Plaza project*

Specific Highway Program investments in 2022 include:

- The FY 2022 Repair and Rebuild Roads investment will include approximately:
  - 1,149 lane miles of rebuilding and improvements,
  - 561 lane miles of capital preventive maintenance, and
  - 173 lane miles of freeway and non-freeway resurfacing.
- The Bridge Replacement and Preservation program includes replacement, improvements, and capital preventive maintenance on 175 bridges.
- The Trunkline Modernization program includes the I-75 Modernization Project in Oakland County and the I-94 Modernization Project in Wayne County.
- The Safety and Systems Operations category includes signs, pavement markings, traffic signals, operational improvements, and other programs that support the safe and efficient operation of the system.
- The Transportation System Management and Operations (TSMO) category includes projects that optimize the performance of existing multimodal infrastructure, such as intersection improvements, traffic signal upgrades, and dynamic shoulder use.
- The Other State and Federally Funded Programs category includes investment in nonmotorized facilities/ streetscapes, recreational trails, roadside facilities, workforce development, and other state and federally funded programs.

Highlighting Upcoming FY 2022

Figure 12: FY2022 Aviation Program (in millions)
$121.15 Million

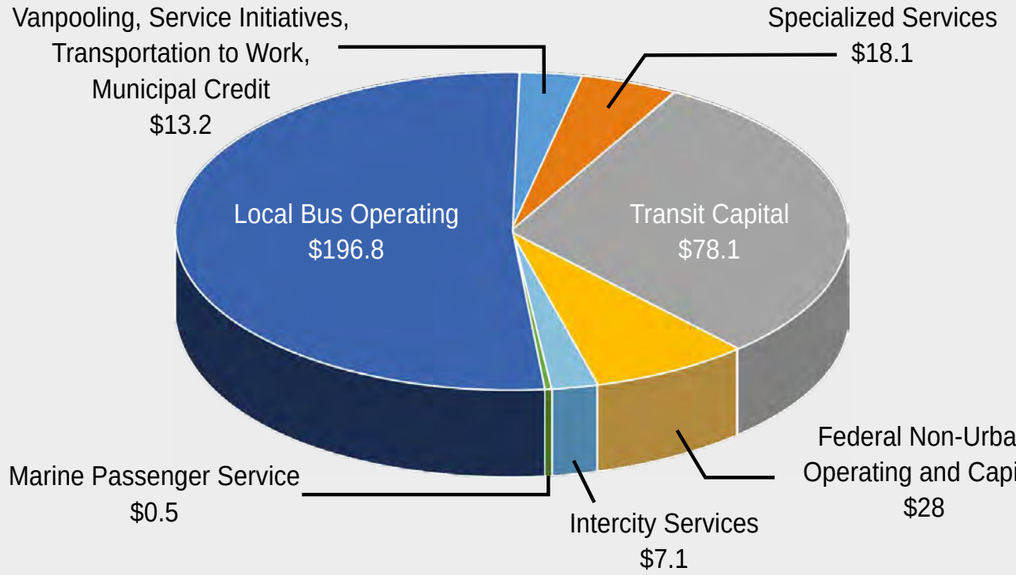


Specific Aviation program investments in 2022 include:

- Apply an asset management approach to reduce system and facility deficiencies (MASP 2017).
- Preserve critical infrastructure, particularly pavements and navigational aids, and protect airspace. The Office of Aeronautics has the goal to maintain 90 percent of all Tier I Airport Primary Runways in good or fair condition, as determined by Pavement Condition Index (PCI) inspections.
- Maximize federal funds by leveraging state, local, and private funding.
- Support job growth and economic development through projects related to freight/logistics, aircraft maintenance, and other emerging opportunities.
- Support statewide efforts to attract and retain air service through the implementation of the Air Service Program.

Highlighting Upcoming FY 2022

Figure 13: FY 2022 Bus and Marine Programs (in millions)
$341.8 Million

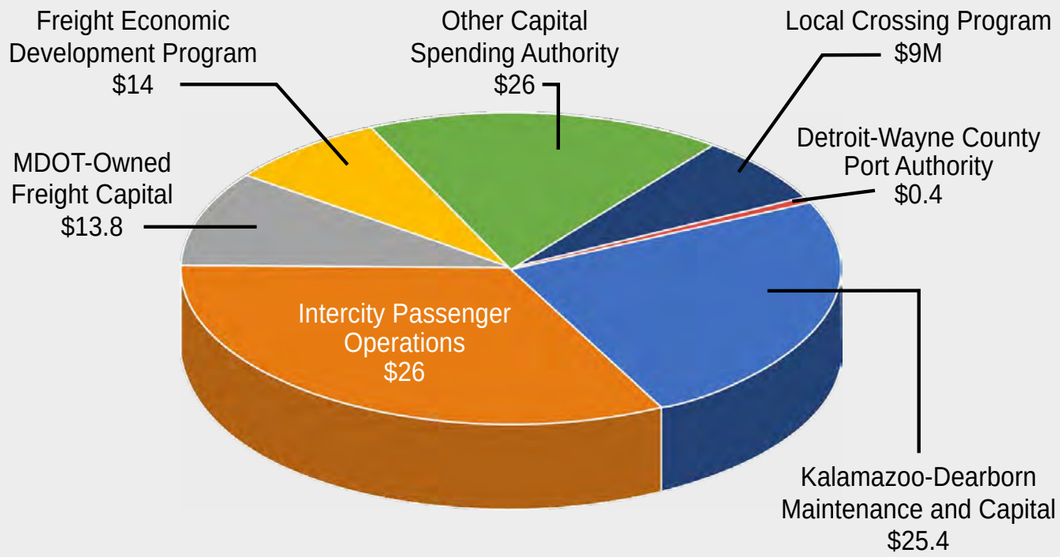


Specific Bus and Marine program investments in 2022 include:

- CARES Act funds will be utilized for transit industry recovery from COVID-19.
- More than 50.6 million public transit trips in FY 2020.
- Preservation of existing local transit and marine services, including:
  - 78 local bus agencies.
  - Four passenger ferry systems.
  - 38 specialized service providers.
- Preservation of state-subsidized intercity bus service, including:
  - Five MDOT-contracted routes.
  - Four intercity bus/rail passenger transportation facilities.
- Preservation and maintenance of existing infrastructure, including:
  - Replacing some buses that are beyond their useful life.
  - Repairing and replacing facilities in accordance with the Transit Asset Management Plan.
- Limited funding for innovative projects, including:
  - Procure electric buses via federal Low-No grant.

Highlighting Upcoming FY 2022

Figure 14: FY2022 Rail and Port Programs (in millions)
$114.6 Million



Specific Rail and Port program investments in 2022 include:

- Passenger Rail
  - Amtrak-operating support for three Michigan corridors, including some shared costs for the Midwest fleet.
  - Maintenance and capital improvements on the Kalamazoo-Dearborn corridor, including investing a portion of $61.75 million in federal grants awarded in FY 2018.
- Grade Crossing Safety
  - Local roads: warning device enhancements at 40-60 locations and crossing surface improvements at 40-50 locations.
  - State trunkline: crossing surface improvements and/or device upgrades at 20-25 locations (funding reflected within Highway Capital Program).
- Freight Rail
  - Capital investments in the state-owned system.
  - Support new/expanding businesses through the Freight Economic Development Program. Includes up to $10 million in the executive budget for potential propane projects.

Performance Measures and Goals

Current federal transportation legislation, namely the FAST Act, required that state and metropolitan areas to adopt, by 2018, a performance-based planning process in support of national goals in the areas of safety, pavement and bridge condition, system performance, and transit asset management.

To ensure compliance with federal transportation performance measures (TPMs) and targets, MDOT established implementation teams, each responsible for developing strategies and timelines. These strategies are to be used to guide investment priorities and inform project selection. The TPM teams report to a core team that ensures the strategies and targets are reported to and approved by MDOT executives. The MDOT teams established targets for each of the measures in 2018, and they are being incorporated into the State Long-Range Plan and the State Transportation Improvement Program, as required.

Highway Condition Goals

MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation network with the 1997 adoption of pavement condition goals by the STC.

The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the estimated number of years until it is no longer cost effective to perform preventive maintenance on a pavement section. When pavements reach an RSL of two years or less, they are considered "poor," meaning they should be considered for rehabilitation or reconstruction (R&R). Prior to reaching this rating, preventive maintenance can be applied using an asset management approach by applying the right mix of fixes at the right time to extend the life of the pavement.

MDOT's highway condition goal is to maintain 90 percent of pavement in good or fair condition. Figure 12 on the next page represents historic state trunkline system condition based on RSL.

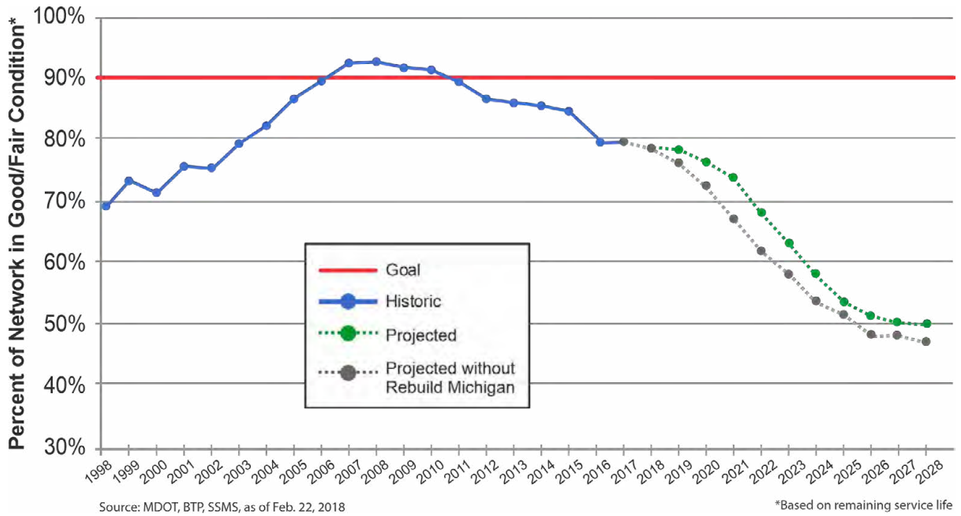
Table 2-1: MDOT Remaining Service Life (RSL) for Highway Pavement Categories and Ratings

RSL Category	Amount RSL	Rating
I	0-2 years	Poor
II	3-7 years	Fair
III	8-12 years	Good
IV	13-17 years	Good
V	18-22 years	Good
VI	23-27 years	Good
VII	28-32 years	Good

In 2007, MDOT surpassed its goal of 90 percent of pavement in good or fair condition and maintained this condition through 2010. Since 2011, the pavement deterioration rate has been about 1 percent per year and is forecasted to accelerate considerably in the coming years. Additional revenue from increases to the state gas tax and vehicle registration fees have helped to slow pavement deterioration but projections indicate these funds are not enough to meet pavement goals in future years, or to even sustain current conditions.

Performance Measures and Goals

Figure 15: Historic and Projected Trunkline Pavement Condition 1998-2028



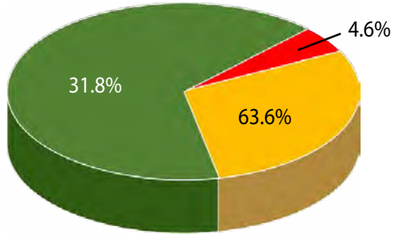
Source: MDOT, BTP, SSMS, as of Feb. 22, 2018

*Based on remaining service life

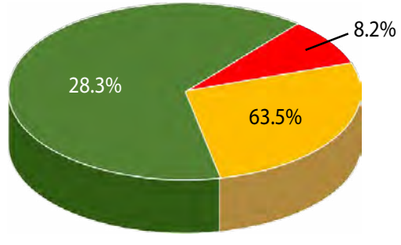
The pavement condition measure (PCM) introduced by the FAST Act attempts to provide a standardized national snapshot of pavement surface condition across all states. The new federal PCM is a composite measure in that it determines pavement surface condition through an index of four pavement metrics, including roughness, cracking, faulting, and rutting.

While the new federal PCM provides a starting place to measure the surface condition of the federal highway system, MDOT's established RSL condition measure provides a more robust assessment of pavement health that considers the structural integrity of the pavement, along with a significant amount of contextual data regarding the pavement's history. Because of this contextual and structural data, RSL is considered a dynamic, detailed, and tactical measure that more completely evaluates the long-term health of pavement. While the TPM implementation teams will aid in identifying opportunities for the use and development of the new federal measure, MDOT will continue to rely on RSL to determine how to invest in its infrastructure in a way that achieves the greatest benefit for system health overall.

Michigan Interstate Pavement Condition Measure



Michigan Non-Interstate International Roughness Index



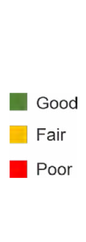


Figure 16: MDOT Federal PCM Trunkline Conditions

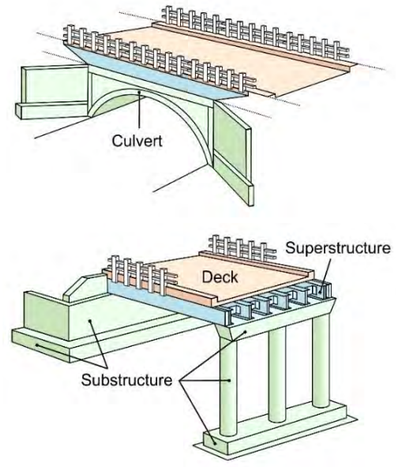
Performance Measures and Goals

Bridge Condition Goals

MDOT's Bridge Management System (BMS) is an important part of the asset management approach used by the department to keep infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure desired results.

An important tool within BMS is the Bridge Condition Forecasting System (BCFS), which uses current bridge conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies to estimate the future condition of the state trunkline bridge system.

Condition ratings are based on a 0-9 scale and assigned for the deck, superstructure, and substructure of each bridge, or as an overall rating for bridge-length culverts. These ratings are recorded in the National Bridge Inventory (NBI) database and are an important tool for transportation asset management, as they are used to identify preventive maintenance needs and to determine improvement and replacement projects that require funding.



Bridge Diagram

Figure 17: NBI Condition Ratings

7-9	Good Condition		Routine maintenance candidate.
5-6	Fair Condition		Preventive maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor	Major rehabilitation or replacement candidate.
2-3		Serious or Critical	Emergency repair or high-priority major rehabilitation or replacement candidate. Unless closely monitored, it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed	Major rehabilitation or replacement candidate. Bridge is closed to traffic.

MDOT's bridge condition goal is to maintain 95 percent of freeway bridges in good or fair condition and 85 percent of non-freeway bridges in good or fair condition.

MDOT has met and sustained the non-freeway bridge goal of 85 percent good or fair condition since 2006. As shown in Figure 14 on the next page, freeway bridge conditions were close to 95 percent good or fair at the end of 2013, declined slightly in 2014 and 2015, but increased again in 2016 and met the condition goal of 95 percent at the end of 2016. However, the impacts of inflation and an aging bridge inventory have surpassed the available funding condition and has fallen below the freeway bridge goal.

Performance Measures and Goals

Bridge Condition Forecast - Statewide

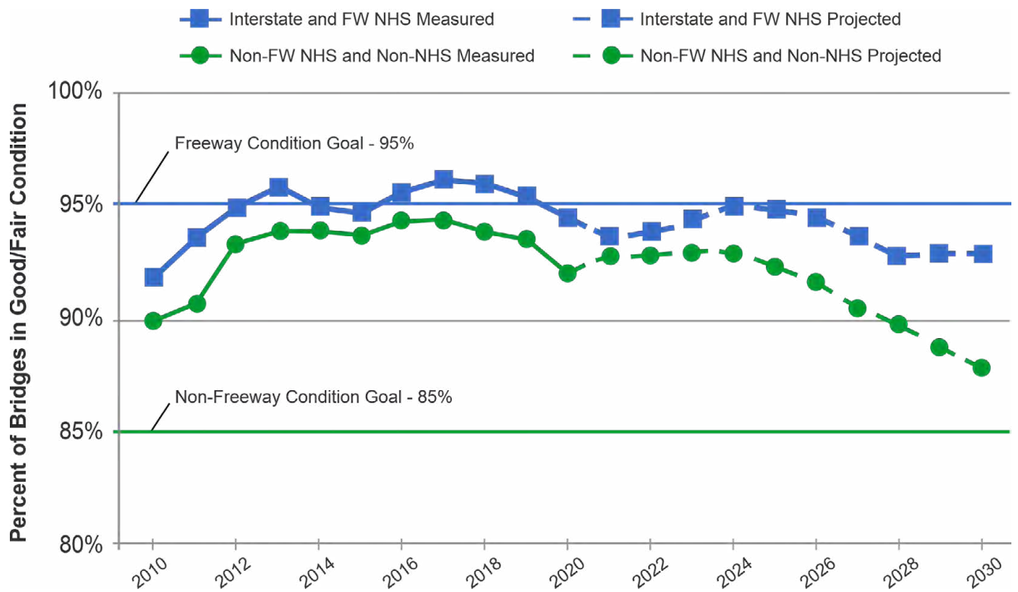


Figure 18: FY 2010-2030 Bridge Condition Forecast

Safety Goals

MDOT's trunkline safety goal is to reduce fatalities and serious injuries on the state trunkline system in support of the Michigan Strategic Highway Safety Plan (SHSP) and the state's efforts to support the Toward Zero Deaths (TZD) National Strategy on Highway Safety. The TZD strategy involves enhancing driver education, emergency response, enforcement, engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities. By incorporating safety into all facets of transportation, Michigan will move closer to achieving this vision.

The Michigan SHSP identifies safety needs throughout the state and guides investment decisions to achieve significant reductions in highway fatalities and serious injuries. The SHSP identifies four broad emphasis areas:

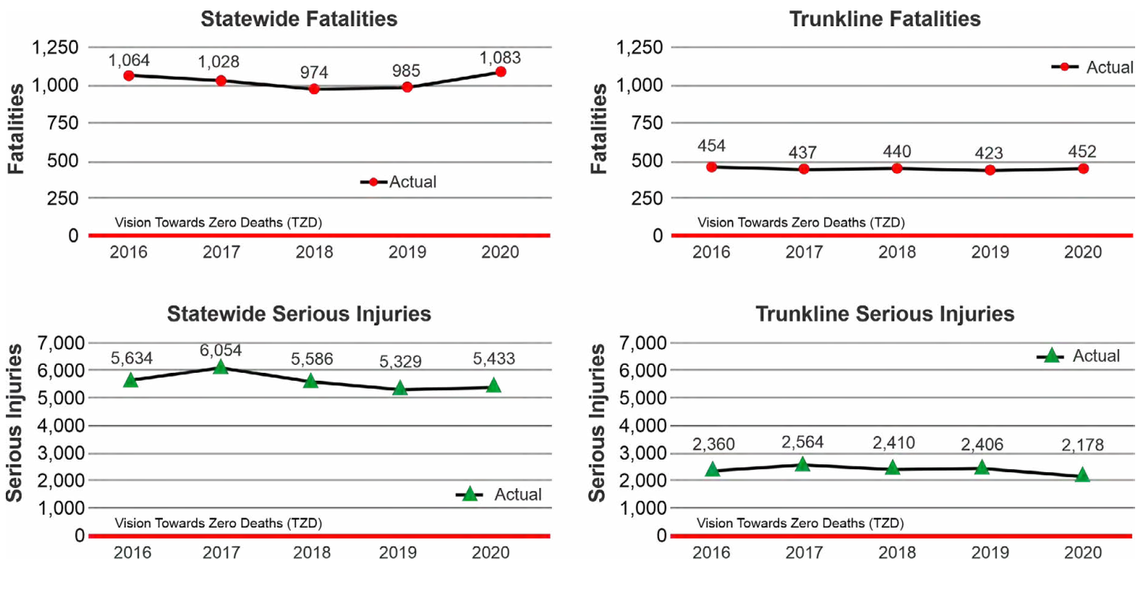
1. High-risk behaviors,
2. At-risk road users,
3. Engineering infrastructure, and
4. System administration.

Of these areas, MDOT's Safety Program primarily addresses improvements to engineering infrastructure through intersection safety and lane departure projects. MDOT works to identify cost-effective strategies that reduce lane departures, which accounted for nearly half of all fatal crashes as described in the SHSP. Intersection crashes represent another 30 percent of all fatalities. To effectively remediate these areas, MDOT uses software tools to identify the most problematic intersections and install the most effective solution based on the unique location.

2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

Performance Measures and Goals

Figure 19: MDOT Safety Performance Indicators



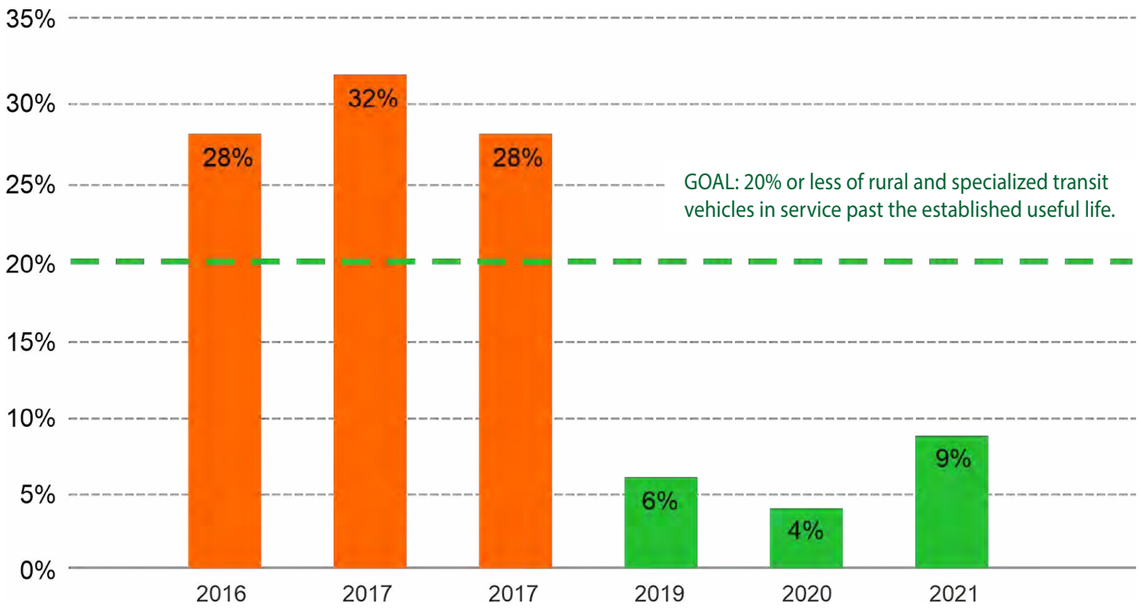
Engineering infrastructure improvements will enhance the safety of both the motoring and non-motoring public, but it must be stressed that driver behavior factors into nearly 90 percent of all fatal crashes. One key to changing driver behavior is to educate the public on how it is everyone's responsibility to stay safe and drive smart. Posting fatality updates and various safety messages on DMS's is one simple and inexpensive way MDOT currently contributes to that effort.

Beyond this, MDOT reaches out to all users through social media to promote roadway safety, often partnering with other state agencies.

The most recent SHSP is approved for 2019-2022. In 2019, the SHSP goals were revised to reduce fatalities from 974 in 2018 to 945 in 2022 and to reduce suspected serious injuries from 5,586 in 2018 to 4,994 in 2022.

Performance Measures and Goals

Figure 20: Percent of Rural and Specialized Transit Vehicles Past Their Useful Life



Multi-Modal Performance Measures

Program requirements included in the Fast Act pertaining to transit asset management and transit safety planning and related performance measures are in place. For transit, MDOT was required to develop performance measure targets for rural area transit service operations in response to FAST Act provisions. MDOT, through its OTP, officially adopted a Transit Asset Management (TAM) Plan in October 2018 that included FY 2019 targets for Federal Section 5310 and Section 5311 subrecipient agencies of the state.

Local Transit

OTP considers many factors when planning the investment strategy for local transit. Two primary performance measures considered are the condition of the rural transit fleet and the local transit level of service.

Rural Transit Fleet Condition

The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond useful life.

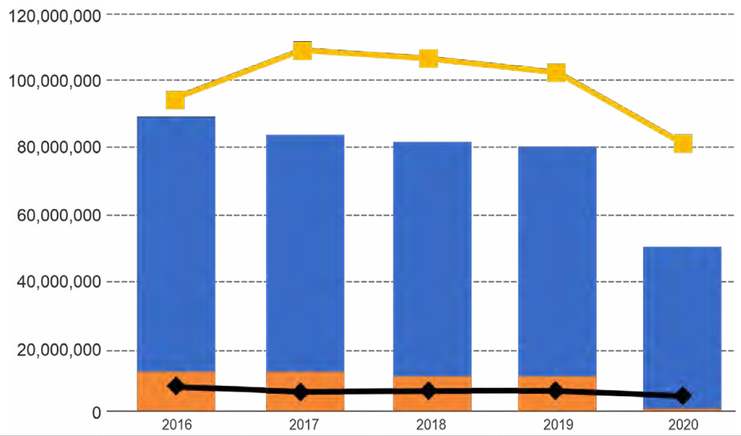
In 2016, the percentage went back up to 36 percent of the eligible fleet unfunded. One of the factors contributing to the increase in these numbers is that many of the buses previously put into service with federal funding from the 2009 American Recovery and Reinvestment Act (ARRA) have now reached their useful life and are eligible for replacement. MDOT continues to submit annual applications to FTA under the new Buses and Bus Facilities competitive program in the FAST Act in hopes of improving and stabilizing fleet condition.

Performance Measures and Goals

Local Transit Level of Service

The local transit level of service is measured using total annual hours and miles of service and total annual passenger trips, considering elderly/disabled passenger trips as a subset of the total. The goal is to preserve service levels and continue providing service in all 83 counties. Transit agencies continue to innovate to increase their service levels, as well as replacing aging vehicles. Since 2019, MDOT has met its goal of 20 percent or less of rural and specialized transit vehicles being past their useful life, with 6 percent in 2019, 4 percent in 2020, and 9 percent in 2021.

Figure 21: Local Bus Transit Levels of Service Indicators



	2016	2017	2018	2019	2020
Passenger Trips Total (excluding marine)	89,380,345	83,716,947	81,792,821	80,425,172	50,687,458
Elderly and Disabled Passenger Trips (as subsets of total - excluding marine)	12,999,471	12,850,063	11,533,680	11,671,509	861,217
Hours of Service (excluding marine)	8,371,898	6,940,453	7,090,325	7,279,114	5,452,735
Miles of Service (excluding marine and specialized services)	94,670,531	109,152,183	106,819,546	102,678,897	81,380,637

Intercity Bus

The factor used to determine the investment strategy for intercity bus service is to provide reasonable access to intercity bus service in rural areas where connectivity to the national transportation network is often difficult to attain. MDOT's goal is to preserve the existing level of service, which has 81 percent of the rural population within 25 miles of an intercity bus stop. The national average is 78 percent.

Performance Measures and Goals

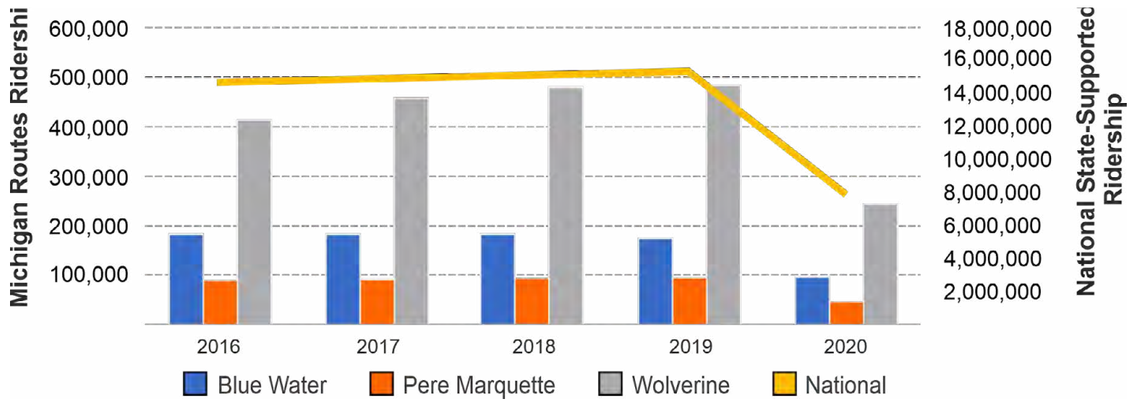
Passenger and Freight Rail

The Office of Rail has identified two rail-related goals for inclusion in MDOT's performance measurement efforts: the number of passengers using state-supported passenger rail service and the railroad crossing surface condition on the state trunkline system.

Passenger Rail Ridership

MDOT tracks the total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent with (within 10 percent) or better than national trends. MDOT is meeting its goal.

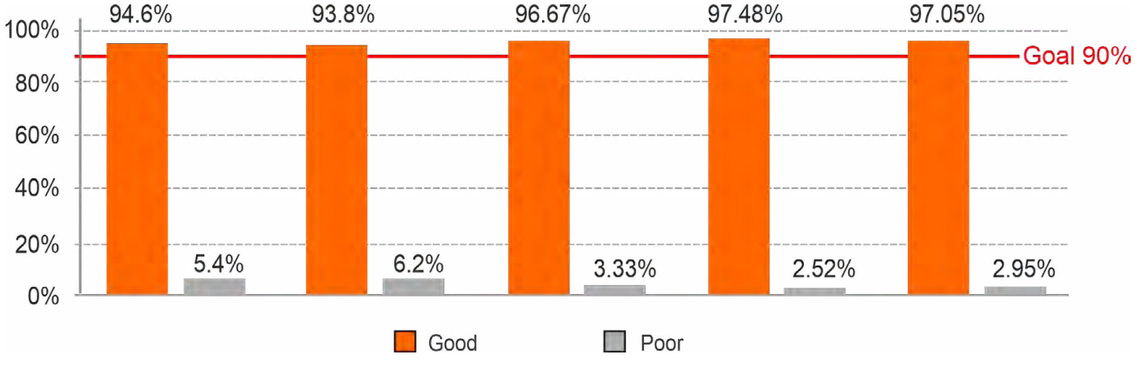
Figure 22: Passenger Rail Ridership Trends Michigan Routes and Nationwide



Railroad Crossing Condition

MDOT also tracks the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition continues to increase. At the end of FY 2020, a little more than 97 percent of the crossing surfaces were in good or fair condition.

Figure 23: Trunkline Highway-Railroad Grade Crossing Surface Conditions



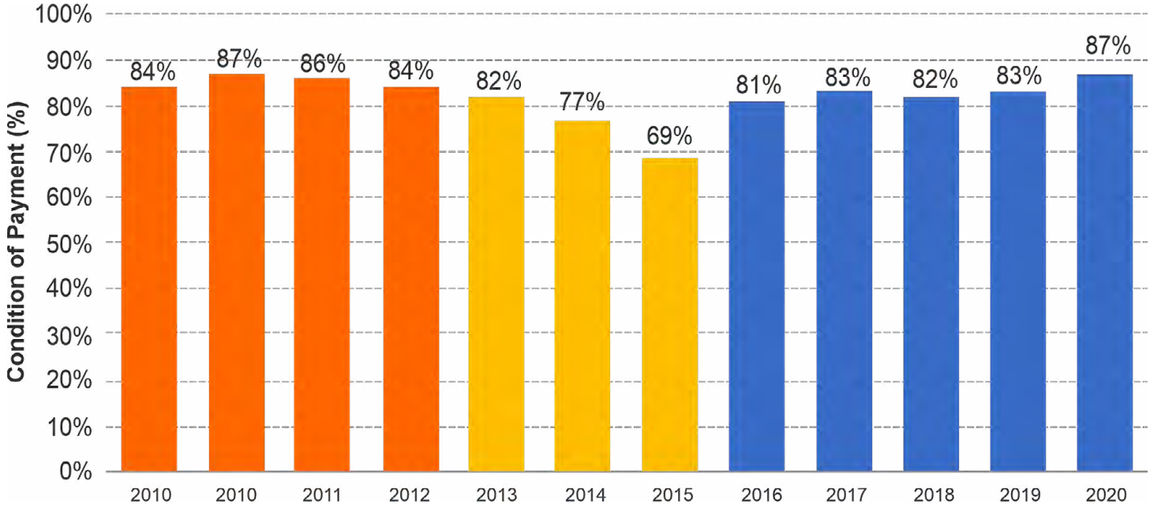
Performance Measures and Goals

Aviation

The Office of Aeronautics updated its Michigan Aviation System Plan (MASP) in 2017. As part of the update, new statewide system goals, as well as individual airport facility goals, were developed.

The current primary performance measurement goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition, as determined by PCI inspections, in alignment with MDOT highway pavement condition goals. The latest inspections show that the achievement rate toward the current goal is 87 percent, based on 2020 data.

Figure 24: Tier 1 Airport - Primary Runway Pavement Condition



Pavement in "Good or Better" condition, as determined by former PCI rating methodology.
Transition Period - Pavement evaluation methodology was revised in 2014, resulting in an overall decrease in PCI number.
Pavement in "Good or Fair" condition, as determined by current PCI rating methodology.

Economic Impacts of FY 2022-2026 Highway and Bridge Program

Updates based on the 2019-2020 historical data from the Bureau of Economic Analysis (BEA) released on Jan. 28, 2021, the Budget and Economic Outlook: 2021 to 2031 from the Congressional Budget Office (CBO) released in January and February 2021, and the U.S. Economic Outlook for 2020-2022 from the University of Michigan's Research Seminar in Quantitative Economics (RSQE) released on Feb. 19, 2021.

The economic benefit analysis (EBA) of the Highway and Bridge Program includes the benefits contributed by the capital and operation investment and benefits of travel efficiencies derived by project implementations. The travel efficiencies were assessed using the Statewide Travel Demand model to evaluate changes of traffic data in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) based on build and no-build scenarios of the proposed five-year projects.

The following table and chart display economic benefit for the total of $12.2 billion investment, including the RMBP for the Highway and Bridge Program in the FY 2022-2026 Five-Year Transportation Plan. The program will support an annual average of 30,825 jobs, which includes both new jobs supported by greater economic competitiveness as well as jobs, retained that otherwise would be lost without this transportation investment. It also helped adding annual averages of approximately $2.9 billion for the gross state product and $2.2 billion for the personal income.

	2022	2023	2024	2025	2026	Total	Annual Average
Investment (million $)	$3,610	$3,352	$1,695	$1,896	$1,621	$12,174	$2,435
Employment Impact (jobs)	45,702	42,325	23,597	23,028	19,472	154,124	30,825
Gross State Product (million $)	$4,255	$4,094	$2,414	$2,453	$2,145	$15,361	$3,072
Personal Income (million $)	$2,952	$3,021	$1,896	$1,998	$1,823	$11,690	$2,338

Figure 25: Economic Impacts of FY 2022-2026 Highway and Bridge Program

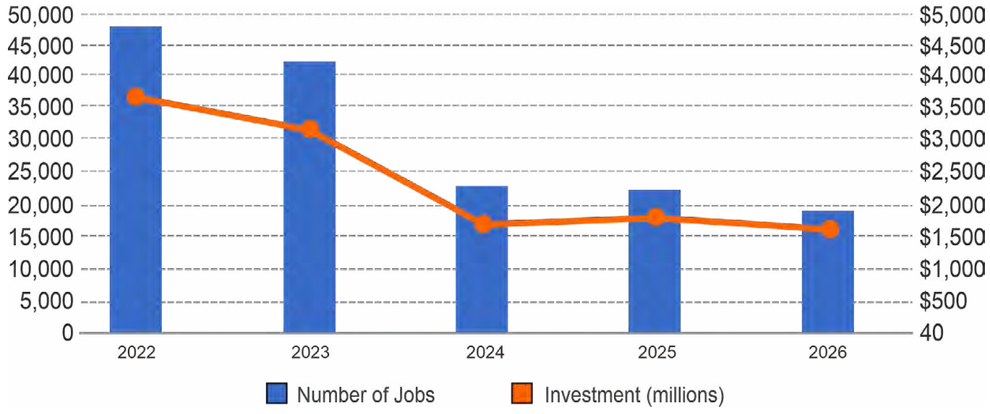


Figure 26: Employment Supported FY 2022-2026 Five-Year Highway and Bridge Program

Economic Impacts of FY 2022-2026 Public Transportation Program

Local Transit

Transportation investments are a vital part of the state's overall economic development strategy. More than 100 million trips are made annually on local public transit in Michigan. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond transit riders. Through improved mobility, safety, air quality, and economic development, public transit also benefits users of the roadway network and the community at large. Many of these trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. As a result, there are societal benefits that result from providing essential mobility.

The following table displays economic benefit of $2.9 billion investment in the passenger transit program in the FY 2022–2026 Five-Year Transportation Plan. The program will support an annual average of 5,600 jobs, which includes both new jobs supported by greater economic competitiveness as well as jobs retained that otherwise would be lost without this transportation investment. It also helped adding approximately $2.7 billion in gross state product and $2.1 billion in personal income during this five-year period.

	2022	2023	2024	2025	2026	Total	Annual Average
Investment (million $)	$576	$579	$583	$586	$590	$2,914	$583
Employment Impact (jobs)	5,447	5,643	5,742	5,682	5,559	28,073	5,615
Gross State Product (million $)	$492	$527	$555	$566	$569	$2,709	$542
Personal Income (million $)	$353	$402	$441	$467	$486	$2,149	$430

Employment Supported by FY 2022-2026 Five-Year Public Transportation Program

Though this analysis attempts to assess the benefits of transit in a comprehensive manner, it does not account for the considerable additional benefits that can arise from rapid transit investments in urban areas. Therefore, the results of the model can be considered conservative. National models have shown that a dollar invested in light rail or rapid transit can return up to $6 in economic benefits, including local economic development around transit stops.

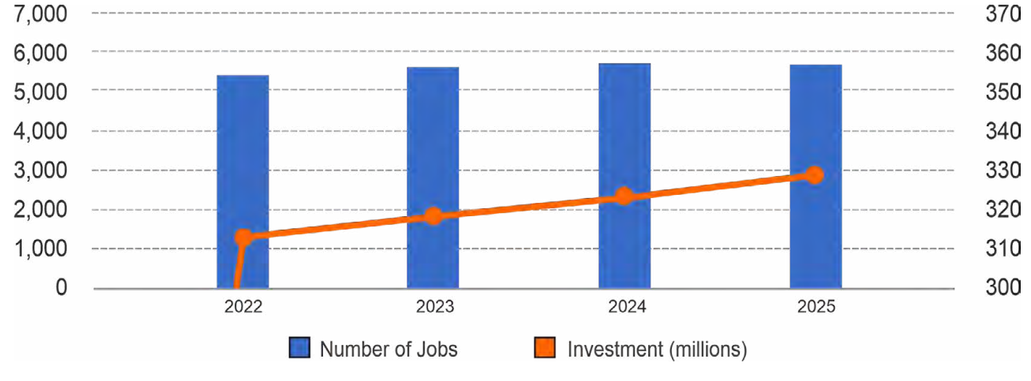


Figure 27: Employment Supported by FY 2022-2026 Five-Year Public Transportation Program

Economic Impacts of FY 2022-2026 Public Transportation Program

Rail

Michigan's rail system has approximately 3,600 miles of track operated by 30 railroads. It carries about 17 percent of the state's freight tonnage. These commodities totaled more than $166 billion in 2018. Rail is the most efficient means of surface transportation to move freight, emitting up to 75 percent less greenhouse gases than trucks and decreasing maintenance costs on the public roadway system. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials. While much of this economic activity occurs on privately owned rail lines that are operated and maintained by private rail carriers, ensuring rail is a modal option is important to an integrated transportation system and Michigan's economy. As funding permits, MDOT works with MEDC, as well as the Michigan Department of Agriculture and Rural Development, to provide support to the state's businesses that need rail, most directly through the preservation of the freight-rail corridors owned by the state and by helping provide access to the system through the Freight Economic Development Program.

MDOT also supports three intercity-passenger rail services that serve 22 station communities through the provision of operating subsidies and its ownership of a 135-mile segment of the state's accelerated rail corridor between Kalamazoo and Dearborn. Working to ensure the safety of people and goods at the points in which the rail system and highway system intersect, MDOT has worked to reduce at-grade crossing incidents, with a 75 percent reduction in incidents within the last 20 years.

Aviation

To maintain a competitive advantage in a global economic environment, access to convenient and efficient air travel is essential. While commercial airline services are often the most recognizable facet of aviation, the fact is that general aviation accounts for 97 percent of the nation's airports. These airports support a variety of aviation activities that employ thousands of people and create millions of dollars in economic impact and benefit.

Businesses through the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages, and expenditures. They also include the economic ripple effects in the community, enhancing economic activities far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.

Aviation, both commercial and general, is big business in Michigan. The following data is based on information presented in the 2017 MASP, as well as the MDOT Intermodal Management System:

- Aviation accounts for more than 183,000 jobs in the state of Michigan.
- Aviation contributes more than $22 billion annually to Michigan's economy.
- Michigan airports serve more than 39 million passengers each year.
- Michigan airports move more than 600 million pounds of air cargo each year.

Economic benefits include expenditures made by those transient passengers who use the airport but spend money throughout the region. Airports provide savings in time and money as a result of the travel efficiencies they create. Additional economic benefits include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are quality of life benefits provided by an airport. Examples include police and firefighting support, search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

It should be noted that technology will play an ever-increased role in aviation with expanded integration of unmanned aerial systems (UAS), or drones, across Michigan. To prepare for this emerging technology and its potential impact on the aviation regulatory framework in Michigan, the state Legislature established the Michigan Unmanned Aerial System Program Office within MDOT to spur safe integration and economic growth associated with UAS. This office will support innovative ways of approaching airspace management, airport and landing area development, and many other topics related to UAS.

Stakeholder Outreach and Engagement

The successful and sustainable delivery of transportation projects requires a process that enables MDOT to receive feedback directly from its stakeholders through multiple communication channels. Several opportunities are provided throughout the year for input across programs.

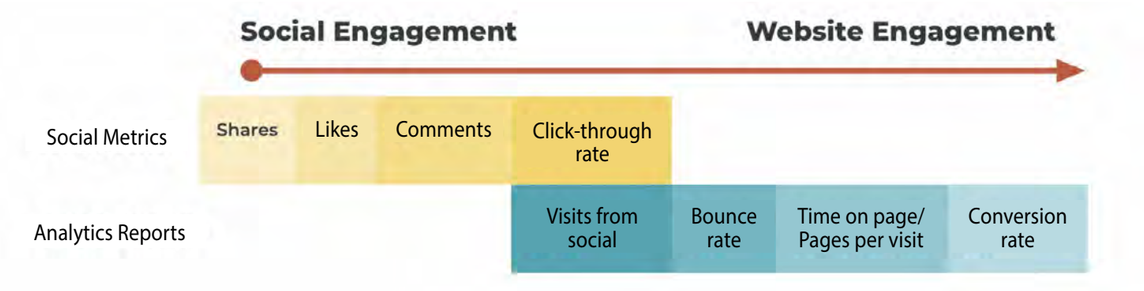
The 5YTP team works with the Office of Communications as well as its local partners and seven region offices (Bay, Grand, Metro, North, Southwest, Superior, and University) to distribute announcements about public input opportunities and leverages several mediums to collect input directly. These mediums include e-mail, mail, social media, the 5YTP webpage, and public meetings. Social media metrics are also leveraged to better understand how well intended audiences are being reached, and to help shape future outreach efforts. These metrics and results, along with feedback received during the public comment period, is summarized on pages 58-59.

The public review and comment period for the preliminary draft of the MDOT 2022-2026 5YTP was July 26 to Aug. 24, 2021. To invite comments, MDOT placed the document on the 5YTP webpage on July 25, issued a news release, sent e-mail notifications to its partners and regions, posted information on its social media platforms, and made several presentations to business and community groups. If received electronically, responses were sent to individuals to acknowledge the comment, and responses were coordinated with the appropriate MDOT project area or region planner. A quantitative summary of outreach results is summarized in the table on the next page.

The overall goals of stakeholder outreach for the 5YTP are to reach as many people as possible through various engagement channels, obtain comments on projects and programs, and build interest in learning more about MDOT planning and investments.

Michigan Transportation Program Portal

Recognizing the need to expand virtual offerings for public engagement and improve transparency, MDOT has developed a streamlined webspace called the Michigan Transportation Program Portal (MTPP) where the public can look to easily find opportunities to provide comments on projects and programs. The MTPP houses Michigan's various transportation programs, including the STIP and 5YTP, as well as RBMP projects. For each program, the portal includes an interactive map, a table of data, links to the open data portal datasets, and the ability to gather public comments during scheduled times of the year. The MTPP can be found at www.Michigan.gov/MDOTProgramPortal.



Additional information about the MDOT 5YTP webpage and a link to sign up for updates can be found at www.Michigan.gov/MDOT5YearProgram.

5YTP Public Engagement and Results Summary

MDOT received XX public comments on the draft 2022-2026 Five-Year Transportation Program from XX different individuals, which includes respective comments on various transportation planning aspects such as safety, traffic, nonmotorized travel modes, and more. Many of the comments were highly substantive and are included in the following categorized listing.

Method	Input	Output
Mail	Written comments received	Number of comments, content, and responses
E-mail	Messages/comments received	Number of comments, content, and responses
Social Media	Content posts	Number and content of posts
		Number of impressions (times viewed)
	Comments received	Number of comments, content, and responses
	Shares to across the platform	Number of shares to other users
	Conversions	Number of visitors to 5YTP page from posts
5YTP Webpage	Visits/traffic source	Number of unique visitors/top sources
Presentations	Messages/comments received	Number of comments, content, and responses
MTPP	Comments received	Number of comments, content, and responses

Public Comments

2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

Public Comments

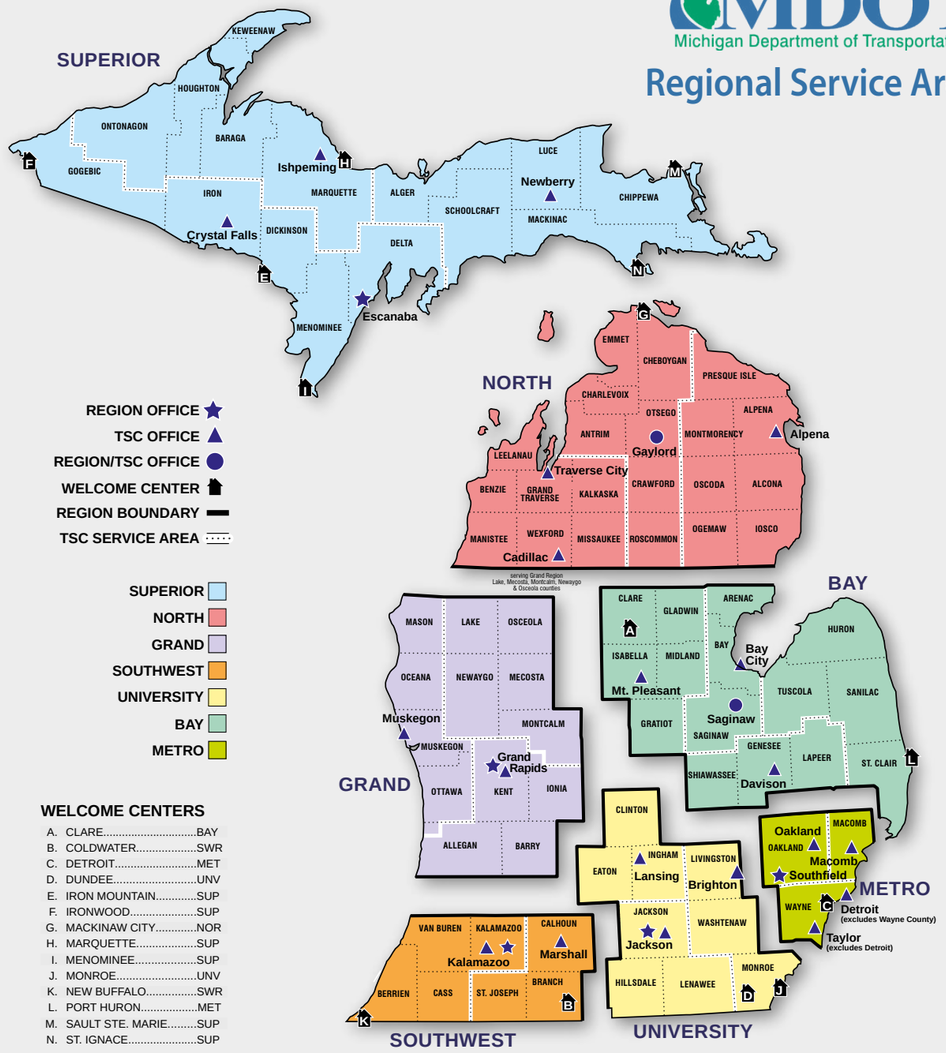
Project Lists

The following section contains a list of road and bridge projects, divided by MDOT region, to be built during FY 2022-2026. Projects funded with RBMP funds are highlighted for ease of reference.

For more information on projects and 5YTP updates, please visit www.Michigan.gov/MDOT5YearProgram.

MDOT
Michigan Department of Transportation

Regional Service Areas



WELCOME CENTERS

A. CLARE.....BAY
B. COLDWATER.....SWR
C. DETROIT.....MET
D. DUNDEE.....UNV
E. IRON MOUNTAIN.....SUP
F. IRONWOOD.....SUP
G. MACKINAW CITY.....NOR
H. MARQUETTE.....SUP
I. MENOMINEE.....SUP
J. MONROE.....UNV
K. NEW BUFFALO.....SWR
L. PORT HURON.....MET
M. SAULT STE. MARIE.....SUP
N. ST. IGNACE.....SUP

BAY REGION

BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
BAY	M-13	M-13 and M-84 over E CHANNEL SAGINAW RIVER	Bridge Replacement			CON			
BAY	M-25	over SAGINAW RIVER and JFK DRIVE	Substructure Repair				CON		

BAY REGION

BRIDGE REPLACEMENT AND PRESERVATION

ARENAC	US-23	over DIME DRIVE	Scour Protection		CON				
ARENAC	US-23	over WHITNEY DRIVE	Overlay - Epoxy		CON				
ARENAC	US-23	over SILVER DRIVE	Asphalt overlay w/waterproofing membrane		CON				
BAY	US-10	MACKINAW ROAD over US-10	Bridge Replacement			CON			
BAY	US-10 E	over CULVER DRIVE	Overlay - Shallow			CON			
BAY	US-10	THREE MILE ROAD over US-10	Overlay - Shallow			CON			
GENESEE	I-475 N	HILL ROAD over I-475	Overlay - Epoxy			CON			
GENESEE	I-475 S	I-475 SB over MAPLE ROAD	Overlay - Epoxy			CON			
GENESEE	I-475 N	BRISTOL ROAD (OLD M-121) over I-475	Overlay - Epoxy			CON			
GENESEE	I-475	12TH STREET over I-475	Overlay - Deep			CON			
GENESEE	I-475 N	I-475 NB over MAPLE ROAD	Overlay - Epoxy			CON			
GENESEE	I-475	GTW RAILROAD and SERVICE ROAD over I-475	Bridge Removal			CON			
GENESEE	I-475 N	14TH STREET over I-475	Bridge Removal			CON			
GENESEE	I-475 N	over THREAD CREEK	Deck Replacement			CON			
GENESEE	I-475 S	over I-75 NB	Deck Replacement			CON			
GENESEE	I-475	HEMPHILL ROAD over I-475	Deck Replacement			CON			
GENESEE	I-475 N	LEFT TURN LANE over I-475	Bridge Removal			CON			
GENESEE	I-475 N	LEFT TURN LANE NO2 over I-475	Bridge Removal			CON			
GENESEE	I-69	over SWARTZ CREEK	Overlay - Deep					CON	
GENESEE	I-69 W	over SWARTZ CREEK	Overlay - Deep					CON	
GENESEE	I-69 E	I-69 and RAMP over HOWLAND DRIVE and HEWITT DRIVE	Scour Protection					CON	
GENESEE	I-69 E	over GTW RAILROAD and SWARTZ CREEK	Overlay - Deep					CON	
GENESEE	I-69 E	over GTW RAILROAD	Overlay - Deep					CON	
GENESEE	I-69 W	over GTW RAILROAD and SWARTZ CREEK	Overlay - Deep					CON	
GENESEE	I-69 W	over GTW RAILROAD	Overlay - Deep					CON	
GENESEE	I-69 E	over ELMS ROAD	Overlay - Shallow					CON	
GENESEE	I-69 W	over ELMS ROAD	Overlay - Shallow					CON	
GENESEE	I-69 E	over LINDEN ROAD	Overlay - Deep					CON	
GENESEE	I-69 E	over BRISTOL ROAD	Overlay - Deep					CON	
GENESEE	I-69 W	over BRISTOL ROAD	Overlay - Deep					CON	
GENESEE	I-69 E	over MILLER ROAD	Overlay - Epoxy					CON	
GENESEE	I-69 W	over LINDEN ROAD	Overlay - Deep					CON	
GENESEE	I-69 W	over MILLER ROAD	Overlay - Epoxy					CON	

=*Projects funded with RBMP funds*

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BAY REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
GENESEE	I-69	I-69 WB RAMP C over MILLER ROAD	Overlay - Deep					CON	
GENESEE	M-15	over PADDISON COUNTY DRIVE	Culvert Replacement		CON				
GENESEE	M-15	over CUMMINGS DRIVE	Culvert Replacement		CON				
GENESEE	M-21	over ABANANDONED CSX RAILROAD	Culvert Replacement		CON				
GENESEE	M-54	over GILKEY CREEK	Culvert Replacement			CON			
GENESEE	M-57	over FLINT RIVER	Overlay - Epoxy		CON				
GRATIOT	US-127	over BAD RIVER	Overlay - Shallow			CON			
GRATIOT	US-127 S	over BAD RIVER	Overlay - Shallow			CON			
GRATIOT	US-127	over BEAR CREEK	Culvert Replacement			CON			
GRATIOT	US-127 N	over WOLF and BEAR CREEK	Culvert Replacement			CON			
ISABELLA	US-127 N	over M-20	Bearing Realignment		CON				
ISABELLA	US-127 S	over M-20	Bearing Realignment		CON				
LAPEER	M-24	over FOSTORIA DRIVE	Deck Replacement				CON		
LAPEER	M-53	over ELK LAKE CREEK	Bridge Replacement			CON			
LAPEER	M-90	over FLINT RIVER	Overlay - Deep				CON		
MIDLAND	M-20	over PRAIRIE CREEK	Bridge Replacement		CON				
MIDLAND	US-10	M-30 over US-10	Bridge Replacement						
SANILAC	M-25	over FORESTER CREEK	Superstructure Repair - Concrete		CON				
SANILAC	M-46	over BLACK RIVER	Bridge Replacement			CON			
SHIAWASSEE	I-69	over LOOKING GLASS RIVER	Scour Protection			CON			
SHIAWASSEE	I-69 W	over LOOKING GLASS RIVER	Scour Protection			CON			
SHIAWASSEE	I-69 E	over WEBB DRIVE	Scour Protection			CON			
SHIAWASSEE	I-69 W	over WEBB DRIVE	Scour Protection			CON			
ST. CLAIR	I-69	ALLEN ROAD over I-69	Deck Replacement				CON		
ST. CLAIR	M-29	over SWAN CREEK	Overlay - Epoxy					CON	
TUSCOLA	M-46	over WHITE CREEK	Culvert Replacement				CON		0

BAY REGION

REPAIR AND REBUILD ROADS

0	M-13	WORTH ROAD INTERSECTION	Traffic Safety	0.026	CON				
ARENAC	US-23 (North Huron Road)	POINT LOOKOUT ROAD to ARENAC/IOSCO COUNTY LINE	Road Rehabilitation	7.541	CON				
ARENAC	US-23	SANTIAGO ROAD to SOUTH POINT LOOKOUT ROAD	Road Rehabilitation	5.279					CON
BAY	M-25 E (West Thomas Street)	M-25 FREEWAY end to WALNUT STREET	Reconstruction	1.211			CON		
BAY	M-25 W (East Jenny Street)	M-25 FREEWAY end EAST to WALNUT STREET	Reconstruction	1.262			CON		
BAY	US-10 W	M-25 FREEWAY end EAST to WALNUT STREET	Reconstruction	5.485		CON			
BAY	US-10 W	7 MILE ROAD to US-10 RAILROAD BRIDGE	Reconstruction	6.998					CON
CLARE	US-127	LONG LAKE ROAD to CLARE/ROSCOMMON COUNTY LINE	Road Rehabilitation	3.989				CON	
GENESEE	I-475	BRISTOL ROAD to THREAD CREEK and FLINT RIVER to CARPENTER ROAD	Reconstruction	5.290		CON			
GENESEE	I-475 N	over FLINT RIVER, W BOULEVARD and RIVERSIDE DRIVE	Bridge Replacement			CON			
GENESEE	I-475 N	over GIBSON DRIVE	Scour Protection			CON			
GENESEE	I-475 N	over CSX RAILROAD and NB SERVICE ROAD	Bridge Replacement			CON			
GENESEE	I-475 N	over CSX RAILROAD and PIERSON ROAD	Deck Replacement			CON			
GENESEE	I-475 N	over ATHERTON ROAD	Deck Replacement			CON			
GENESEE	I-475 N	over M-54 BUSINESS ROUTE (SAGINAW ST)	Deck Replacement			CON			
GENESEE	I-475 N	over LEITH STREET	Deck Replacement			CON			
GENESEE	I-475 N	over STEWART AVE	Deck Replacement			CON			
GENESEE	I-475 N	over RAMP C I-475	Deck Replacement			CON			
GENESEE	I-475 N	over HORTON AVE	Bridge Removal			CON			

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

BAY REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
GENESEE	I-475 N	CARPENTER ROAD over I-475	Bridge Replacement			CON			
GENESEE	I-475 N	over LEFT TURN LANE NO 3	Bridge Removal			CON			
GENESEE	I-475	RAMP over HORTON AVE	Bridge Removal			CON			
GENESEE	I-475 N	RAMP B over I-475	Bridge Removal			CON			
GENESEE	I-475	OFF RAMP to SELBY over SELBY to I-475 SB ON RAMP	Bridge Removal			CON			
GENESEE	I-475	RAMP E (I-475) over RAMP F I-475	Bridge Removal			CON			
GENESEE	I-475 N	over MASSACHUSETTS AVE	Bridge Removal			CON			
GENESEE	I-475 N	RUSSELL AVE over I-475	Deck Replacement			CON			
GENESEE	I-475 N	GTW RAILROAD over I-475	Substructure Patching			CON			
GENESEE	I-475	THREAD CREEK to FLINT RIVER and 10 STRUCTURE LOCATIONS	Reconstruction	2.600				CON	
GENESEE	I-475 N	over GILKEY CREEK	Culvert Replacement					CON	
GENESEE	I-475 N	FIFTH ST and M-21 over I-475 and RAMPS C and D	Overlay - Epoxy					CON	
GENESEE	I-475 N	COURT STREET - WB over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	THIROAD STREET over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	SECOND STREET over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	KEARSLEY STREET over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	EB LONGWAY BOULEVARD over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	WB LONGWAY BOULEVARD over I-475	Overlay - Epoxy					CON	
GENESEE	I-475 N	I-475 and RAMP B over CHAVEZ DRIVE	Deck Replacement					CON	
GENESEE	I-475 N	over DAVISON and BROADWAY AVENUES	Bridge Replacement					CON	
GENESEE	I-75/US-23	VARIOUS FREEWAY RAMPS	Traffic Safety	5.768			CON		
GENESEE	I-75 N/Corunna Ramp	I-75 NB EXIT RAMP at M-21	Traffic Safety	0.178			CON		
GENESEE	M-15 (State Road)	POTTER ROAD to RICHFIELD ROAD	Minor Widening	0.998	CON				
GENESEE	M-15 (State Road)	RICHFIELD ROAD to SOUTH of DODGE ROAD	Road Rehabilitation	5.927	CON				
GENESEE	M-15 (N State Road)	at COLDWATER ROAD	Traffic Safety	0.117	CON				
GENESEE	M-15	SOUTH GENESEE COUNTY LINE to I-69	Road Rehabilitation	9.861					CON
GENESEE	M-21 (Corunna Road)	MORRISH ROAD to I-75	Road Rehabilitation	4.103				CON	
GENESEE	M-54	ATHERTON ROAD to LEITH STREET	Road Rehabilitation	3.713		CON			
GENESEE	M-57 (Vienna Road)	M-54 to M-15	Road Capital Preventive Maintenance	9.843		CON			
GENESEE	US-23 N	THOMPSON ROAD to BALDWIN ROAD	Traffic Safety	1.531			CON		
GLADWIN	M-18	FIRST STREET to GLADWIN/ROSCOMMON COUNTY LINE	Road Capital Preventive Maintenance	17.705		CON			
GRATIOT	M-46	MONTCALM/GRATIOT COUNTY LINE to ALGER ROAD	Road Rehabilitation	8.999					CON
GRATIOT	US-127	M-57 to BAGLEY ROAD	Road Rehabilitation	6.544		CON			
HURON	M-142 (Sand Beach Road)	M-53 to M-19	Road Rehabilitation	2.810	CON				
HURON	M-142 (M-142)	NUGENT ROAD to WEST of JOYCE DRIVE	Minor Widening	0.558	CON				
HURON	M-142 (State St)	HARBOR BEACH	Road Rehabilitation	0.726					CON
HURON	M-25	HELENA ROAD to FAIRWAY DRIVE	Road Capital Preventive Maintenance	4.499		CON			
HURON	M-25	TUSCOLA/HURON COUNTY LINE to MYERS ROAD	Road Capital Preventive Maintenance	3.730		CON			
ISABELLA	M-20 (E Pickard Street)	US-127 BUSINESS ROUTE (MISSION ST) to US-127	Reconstruction	1.671	CON				
ISABELLA	M-20	at US-127 NORTHBOUND RAMPS	Traffic Safety	0.207	CON				
ISABELLA	M-20	US-127 to SUMMERTON ROAD	Road Rehabilitation	0.295				CON	
ISABELLA	M-20 (E Pickard Road)	at SUMMERTON ROAD	Traffic Safety	0.250				CON	
ISABELLA	US-127	M-20 to RIVER ROAD	Road Rehabilitation	1.930			CON		
LAPEER	I-69	LAKE GEORGE ROAD to NEWARK ROAD	Reconstruction	1.887			CON		
LAPEER	M-24 (S Lapeer Road)	at BROCKER ROAD	Traffic Safety	0.300				CON	
LAPEER	M-53 (Van Dyke Road)	BOWERS ROAD to DEANVILLE ROAD	Road Rehabilitation	8.184		CON			
LAPEER	M-53 (S Van Dyke Road)	NEWARK ROAD to CAPAC ROAD	Road Rehabilitation	1.901				CON	

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BAY REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
LAPEER	M-53 (Van Dyke Road)	M-53 at SAINT CLAIR STREET	Traffic Safety	0.000				CON	
LAPEER	M-90	M-24 to NORTH BRANCH	Road Capital Preventive Maintenance	5.791			CON		
MIDLAND	M-20 (E Isabella Road)	M-30 to EAST of CURRIE PARKWAY	Road Rehabilitation	5.674	CON				
MIDLAND	M-20	LEATON ROAD to MERIDIAN ROAD (M-30)	Traffic Safety	16.788		CON			
MIDLAND	US-10BR (Eastman Ave)	US-10 BUSINESS ROUTE at WACKERLY ROAD	Traffic Safety	0.090	CON				
SAGINAW	I-675 W/Veterans Memorial Ramp	I-675 at VETERANS MEMORIAL PARKWAY	Reconstruction	1.388			CON		
SAGINAW	M-13	M-57 to FRY ROAD	Road Capital Preventive Maintenance	8.378			CON		
SAGINAW	M-46 (Holland Road)	TOWERLINE ROAD to RICHVILLE	Road Rehabilitation	10.421	CON				
SAGINAW	M-47	M-47 GEOMETRIC IMPROVEMENTS from THISTLE to NORMANDY	Traffic Safety	0.194			CON		
SAGINAW	M-58 E (State Street)	AVALON STREET to M-84	Reconstruction	1.174			CON		
SAGINAW	M-83	M-54 NORTH to DEAD CREEK	Road Capital Preventive Maintenance	3.872	CON				
SANILAC	M-25 (Lakeshore Road)	FISHER ROAD to LYNN BOULEVARD	Road Capital Preventive Maintenance	5.595	CON				
SANILAC	M-46 (Sanilac Road)	M-46 and M-19	Reconstruction	8.362		CON			
SANILAC	M-46 (E Sanilac Road)	CARSONVILLE to GOETZE ROAD	Road Capital Preventive Maintenance	2.533	CON				
ST. CLAIR	I-69 WB	M-19 to TAYLOR ROAD	Road Rehabilitation	9.594	CON				
ST. CLAIR	I-69 BL EB (Oak St)	32ND STREET to I-94 BUSINESS LOOP	Road Rehabilitation	1.959					CON
ST. CLAIR	I-69 BL W (Griswold St)	24TH STREET to I-94 BUSINESS LOOP	Road Capital Preventive Maintenance	1.423	CON				
ST. CLAIR	I-94 BL (Gratiot BOULEVARD)	I-94 to M-29	Road Rehabilitation	2.653			CON		
ST. CLAIR	M-136 (Keewahdin ROAD)	M-136 at NORTH ROAD	Traffic Safety	0.201		CON			
ST. CLAIR	M-29 (Dixie Hwy)	COUNTY LINE ROAD to CHURCH ROAD	Road Rehabilitation	1.879				CON	
ST. CLAIR	M-29 (Dixie Hwy)	CHURCH ROAD to PALMS ROAD	Road Rehabilitation	3.626				CON	
ST. CLAIR	M-29 (Busha Hwy)	RIVER ROAD to I-94 BUSINESS LOOP	Road Rehabilitation	4.648					CON
ST. CLAIR	M-29	MARINE CITY to REMER ROAD	Road Capital Preventive Maintenance	3.072	CON				
				206.150					

BAY REGION
CAPACITY IMPROVEMENT

ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.939		CON	CON	CON	CON
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.000	PE	PE	PE	PE	PE
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.000	ROW	ROW	ROW		
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.000	UTL	UTL	UTL		
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.913		CON	CON	CON	CON
ST. CLAIR	I-94 E	BLUE WATER BRIDGE PLAZA	Concrete Reconstruction	0.000	PE	PE	PE	PE	PE
				1.852					

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GRAND REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
ALLEGAN	I-196	107TH AVENUE over I-196 and US-31	Deck Patching		CON				
ALLEGAN	I-196 N	114TH AVENUE over I-196 and US-31	Miscellaneous Bridge CPM		CON				
ALLEGAN	I-196 N	109TH AVENUE over I-196 and US-31	Overlay - Deep		CON				
ALLEGAN	I-196 N	OLD US-31 over I-196 and US-31	Overlay - Deep		CON				
ALLEGAN	I-196 N	OLD US-31 over I-196 and US-31	Overlay - Deep		CON				
ALLEGAN	M-40	M-40 and M-89 over KALAMAZOO RIVER	Substructure Repair						CON
ALLEGAN	US-131	140TH AVENUE over US-131	Bridge Removal						CON
ALLEGAN	US-131 N	over GRAND ELK RAILROAD	Substructure Patching						CON
ALLEGAN	US-131	over GRAND ELK RAILROAD	Substructure Patching						CON
BARRY	M-37	over FALL CREEK	Miscellaneous Rehabilitation				CON		
BARRY	M-43	over COLDWATER RIVER	Bridge Replacement				CON		
BARRY	M-66	over QUAKER BROOK	Deck Replacement			CON			
IONIA	I-96	JORDAN LAKE ROAD over I-96	Overlay - Shallow		CON				
IONIA	I-96	MORRISON LAKE ROAD over I-96	Overlay - Shallow					CON	
IONIA	M-21	over PRAIRIE CREEK	Deck Replacement						CON
KENT	I-196	M-21 EB over MARKET AVE and GRAND RIVER	Bridge Replacement		CON				
KENT	I-196 W	M-21 WB over MARKET AVE and GRAND RIVER	Bridge Replacement		CON				
KENT	I-196 BS E	M-21 BUSINESS ROUTE RAMP over CSX Railroad	Overlay - Deep		CON				
KENT	I-196 E	RAMP B; M-21 BR I-196 over I-196 EB	Overlay - Epoxy		CON				
KENT	I-196 BS	RAMP A; M-21 over M-21 BUSINESS ROUTE (CHICAGO DRIVE)	Overlay - Epoxy		CON				
KENT	I-196 E	I-296 EB (US-131 NB) over I-196 EB, M-21	Overlay - Deep					CON	
KENT	I-296 N	over 6TH Street	Overlay - Epoxy					CON	
KENT	I-296/US-131 NB	I-296 (US-131) NB over US-131 BUSINESS ROUTE (LEONARD)	Overlay - Deep					CON	
KENT	I-296 N	I-296 EB/US-131 NB over ANN STREET	Bridge Barrier Railing Replacement					CON	
KENT	I-96	BURTON STREET over I-96	Overlay - Deep		CON				
KENT	I-96	FRUIT RIDGE ROAD over I-96	Overlay - Deep		CON				
KENT	I-96	SEGWUN ROAD over I-96	Overlay - Shallow			CON			
KENT	I-96	3 MILE ROAD over I-96	Overlay - Deep					CON	
KENT	I-96	over COOPERSVILLE and MARNE RAILROAD	Overlay - Deep						CON
KENT	I-96 W	over COOPERSVILLE and MARNE RAILROAD	Overlay - Deep						CON
KENT	I-96 E	over 4 MILE ROAD	Deck Patching						CON
KENT	I-96 W	over 4 MILE ROAD	Overlay - Deep						CON
KENT	I-96	over BRISTOL ROAD	Deck Patching						CON
KENT	I-96 W	over BRISTOL ROAD	Deck Patching						CON
KENT	M-37	32ND Street over M-37	Bridge Replacement						CON
KENT	US-131 S	US-131 SB over W RIVER DRIVE and MDOT RAILROAD	Overlay - Deep			CON			
KENT	US-131	US-131 NB over W RIVER DRIVE and MDOT RAILROAD	Overlay - Deep			CON			
KENT	US-131	M-57 (14 MILE ROAD) over US-131	Overlay - Deep					CON	
KENT	US-131	12 MILE ROAD over US-131	Overlay - Deep					CON	

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GRAND REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
KENT	US-131	PINE ISLAND DRIVE over US-131	Deck Patching					CON	
KENT	US-131	10 MILE ROAD over US-131	Deck Patching					CON	
KENT	I-196 E	US-131 SB over I-196 EB	Overlay - Deep					CON	
KENT	I-196	US-131 SB over US-131 NB	Overlay - Deep					CON	
KENT	I-296 S	US-131 SB over 6TH STREET	Deck Patching					CON	
KENT	I-296 S	I-296 WB/US-131 SB over ANN STREET	Substructure Patching					CON	
KENT	US-131/I-296 SB	US-131 SB over LEONARD STREET	Overlay - Deep					CON	
MONTCALM	US-131	PIERSON ROAD over US-131	Deck Patching				CON		
MONTCALM	US-131 S	LAKE MONTCALM ROAD over US-131 SB	Deck Patching				CON		
MONTCALM	US-131 N	LAKE MONTCALM ROAD over US-131 NB	Deck Patching				CON		
MUSKEGON	I-96	over HILE ROAD	Overlay - Deep		CON				
MUSKEGON	I-96 EB	over NORRIS CREEK	Overlay - Deep		CON				
MUSKEGON	I-96 WB	over NORRIS CREEK	Overlay - Deep		CON				
MUSKEGON	US-31 N	over RILEY THOMPSON ROAD	Overlay - Deep		CON				
MUSKEGON	US-31BR S	over BLACK CREEK	Bridge Replacement			CON			
MUSKEGON	US-31BR N	over BLACK CREEK	Bridge Replacement			CON			
OCEANA	US-31 BL	over US-31	Pin and Hanger Replacement						
OSCEOLA	M-66	over MUSKEGON RIVER	Substructure Repair						
OSCEOLA	M-66	over DOC and TOM CREEK	Bridge Replacement						
OSCEOLA	US-10BR	OLD US-131 over HERSEY RIVER	Asphalt overlay w/waterproofing membrane			CON			
OSCEOLA	US-10	over HERSEY RIVER	Overlay - Deep			CON			
OTTAWA	I-96 E	over 88TH AVENUE	Deck Patching						CON
OTTAWA	I-96	over 88TH AVENUE	Deck Patching						CON
OTTAWA	I-96 E	over M-11 WB RAMP	Deck Patching						CON

GRAND REGION

REPAIR AND REBUILD ROADS

ALLEGAN	M-40	136TH AVENUE NORTH to N of 48TH STREET	Minor Widening	0.700	CON				
ALLEGAN	M-89 (Marshall Street)	M-222 EAST to 29TH STREET	Road Rehabilitation	1.826		CON			
ALLEGAN	M-89	I-196 EAST to 58TH STREET	Road Capital Preventive Maintenance	5.247	CON				
Allegan	US-31N	I-196 to CENTRAL AVENUE	Reconstruction	3.39	CON				
BARRY	M-43	CLOVERDALE ROAD (SOUTH JUNCTION) to CLOVERDALE ROAD (NORTH JUNCTION)	Reconstruction	0.250					CON
BARRY	M-66 (Saddlebag Road)	M-50 NORTH to BARRY/IONIA COUNTY LINE	Road Rehabilitation	1.028					CON
IONIA	I-96	BLISS ROAD EAST to SUNFIELD HIGHWAY	Reconstruction	9.071		CON			
IONIA	M-21	HAWLEY HWY/MORRISON LAKE ROAD	Traffic Safety	0.330				CON	
KENT	I-196 W	M-11 EAST to I-196 BUS SPUR	Major Widening	1.356	CON				
KENT	I-196 W	I-196 WB M-21 over SERVICE ROAD	Miscellaneous Bridge		CON				
KENT	I-196 BS	BURLINGAME AVENUE EAST to CLYDE PARK AVENUE	Road Rehabilitation	1.023	CON				
KENT	I-296/US-131 NB	BRIDGE STREET NORTH to RICHMOND STREET	Road Rehabilitation	1.342				CON	
KENT	I-296/US-131 SB	PEARL STREET NORTH to RICHMOND STREET	Road Rehabilitation	1.591				CON	
KENT	I-96	CASCADE ROAD EAST to M-11	Road Rehabilitation	3.025	CON				
KENT	M-11	DIVISION AVENUE EAST to KALAMAZOO AVENUE	Road Rehabilitation	1.848			CON		
KENT	M-21	BENNETT STREET EAST to VALLEY VISTA DRIVE	Road Rehabilitation	6.079					CON
KENT	M-21	I-96 EAST to GRAND RIVER AVENUE	Road Rehabilitation	3.698				CON	
KENT	M-37	60TH STREET NORTH to 44TH STREET	Road Rehabilitation	2.075				CON	
KENT	M-37	92ND STREET NORTH to 76TH STREET	Road Rehabilitation	2.875			CON		
KENT	M-37 SB	60TH STREET to PATTERSON AVENUE (N JUNCTION)	Minor Widening	0.666				CON	
KENT	M-44 CONNECTOR (Plainfield Ave NE)	I-96 NORTH to AIRWAY STREET	Road Rehabilitation	2.665			CON		

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

GRAND REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
KENT	M-57	NORTHLAND DRIVE to FARLAND AVE	Traffic Safety	3.917				CON	
KENT	M-57	RAMSDELL DRIVE to MORGAN MILLS AVENUE	Traffic Safety	5.943					CON
KENT	M-6 (Paul B Henry Fwy)	EAST BRANCH RUSH CREEK to BURLINGAME AVE	Road Rehabilitation	2.831		CON			
KENT	US-131	44TH to POST DRIVE	Traffic Safety	11.745		CON			
KENT	US-131	ALLEGAN/KENT COUNTY LINE NORTH to 76TH STREET	Reconstruction	4.038		CON			
KENT	US-131	I-96 NORTH to POST DRIVE	Active Traffic Management	6.185					CON
KENT	US-131 S	over 6 MILE ROAD	Widen - Add Lanes						CON
KENT	US-131 N	over 6 MILE ROAD	Deck Patching						CON
MASON	US-10/US-31	BRYE ROAD EAST to US-31 (EAST JUNCTION)	Road Rehabilitation	4.364				CON	
MASON	US-31	SUGAR GROVE ROAD NORTH to HOAGUE ROAD	Road Rehabilitation	10.103	CON				
MASON	US-31	N of MEISENHEIMER ROAD to CHAUVEZ ROAD	Road Rehabilitation	2.181		CON			
MECOSTA	M-20	HEWLETT STREET (REMUS) EAST to the MECOSTA/ ISABELL COUNTY LINE	Road Capital Preventive Maintenance	2.817		CON			
MECOSTA	M-66 and M-20	over CULP DRIVE N and TRIB to BLACK CREEK; M20 over TRIB to E SCHRADER CREEK	Reconstruction	0.570	CON				
MECOSTA	Old 131	between 8 MILE and GOLFVIEW DRIVE	Traffic Safety	5.791			CON		
MONTCALM	M-91	KENDAVILLE ROAD NORTH to M-46	Road Rehabilitation	4.489		CON			
MONTCALM	M-91	STANTON ROAD NORTH to KENDAVILLE ROAD	Road Rehabilitation	4.377					CON
MUSKEGON	M-46	SHONAT STREET east to MAPLE ISLAND ROAD	Road Rehabilitation	6.904			CON		
NEWAYGO	M-37	M-82 (NORTH JUNCTION) to the WHITE RIVER	Road Rehabilitation	8.777			CON		
OCEANA	M-20	US-31 EAST to OCEANA DRIVE (US-31 OLD)	Road Capital Preventive Maintenance	2.608		CON			
OCEANA	US-31 Old	M-20 NORTH to SHELBY SOUTH VILLAGE LIMITS	Road Capital Preventive Maintenance	2.264		CON			
OSCEOLA	M-61	M-115 EAST to OSCEOLA/CLARE COUNTY LINE	Road Capital Preventive Maintenance	3.880		CON			
OSCEOLA	US-10	THE MUSKEGON RIVER EAST to M-66	Road Capital Preventive Maintenance	5.327		CON			
OSCEOLA	US-131 SB	US-10 to 14 MILE ROAD, ASHTON and LUTHER/LEROY CARPOOL PARKING LOTS	Road Rehabilitation	7.714					CON
OTTAWA	I-196	BYRON ROAD EAST to 32ND AVENUE	Reconstruction	6.865	CON				
OTTAWA	I-196 BL	US-31 EAST to I-196	Road Rehabilitation	4.940		CON			
OTTAWA	I-96 EB	AIRLINE ROAD EAST to APPLE DRIVE	Road Rehabilitation	4.678					CON
				170.003					

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METRO REGION
BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
OAKLAND	I-696	PLAZA and CHURCH STREET over I-696	Superstructure Replacement			CON			
WAYNE	OLD 709	BELLE ISLE over DETROIT RIVER	Superstructure Repair - Concrete		CON				

METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

MACOMB	I-94	over CLINTON RIVER	Overlay - Epoxy						CON
MACOMB	I-94	RAMP at WB BEACH over CLINTON RIVER SPILLWAY	Overlay - Epoxy						CON
MACOMB	I-94 W	over CLINTON RIVER, NANDS ROADS	Scour Protection						CON
MACOMB	I-94 E	over CLINTON RIVER, NANDS ROADS	Scour Protection						CON
MACOMB	I-94 E	over SELFRIDGE AIR NATIONAL GUARD BASE SPUR TRK	Healer Sealer						CON
MACOMB	I-94 W	over SELFRIDGE AIR NATIONAL GUARD BASE SPUR TRK	Healer Sealer						CON
MACOMB	I-94 E	over CROCKER ROAD	Overlay - Epoxy						CON
MACOMB	I-94 W	over CROCKER ROAD	Overlay - Epoxy						CON
MACOMB	I-94 E	over JOY ROAD	Superstructure Repair - Concrete						CON
MACOMB	I-94 W	over JOY ROAD	Superstructure Repair - Concrete						CON
MACOMB	I-94 E	over SALT RIVER	Painting Complete					CON	
MACOMB	I-94	over SALT RIVER	Painting Complete					CON	
MACOMB	I-94 E	NB RAMP over FISH CREEK	Scour Protection					CON	
MACOMB	I-94 E	M-19 NEW HAVEN ROAD over I-94	Joint Replacement					CON	
MACOMB	I-94 E	26 MILE ROAD over I-94	Painting - Zone					CON	
MACOMB	I-94 E	COUNTY LINE ROAD over I-94	Overlay - Deep					CON	
MACOMB	I-696	I-696 RAMP E to N over I-94, 11 MILE ROAD and RAMPS	Overlay - Epoxy		CON				
MACOMB	I-94 and I-696	I-696 RAMP N to W over I-94	Bridge Barrier Railing Replacement		CON				
MACOMB	I-94 E	SHADY LANE PEDESTRIAN BRIDGE over I-94	Overlay - Epoxy		CON				
MACOMB	I-94 E	9 MILE ROAD SB TURN AROUND over I-94	Painting - Zone		CON				
MACOMB	I-94 E	9 MILE ROAD over I-94	Painting - Zone		CON				
MACOMB	I-94 E	9 MILE ROAD NB TURN AROUND over I-94	Painting - Zone		CON				
MACOMB	I-94 E	STEPHENS DRIVE over I-94	Painting - Zone		CON				
MACOMB	I-94 E	10 MILE ROAD S TURN AROUND over I-94	Painting - Zone		CON				
MACOMB	I-94 E	10 MILE ROAD over I-94	Painting - Zone		CON				
MACOMB	I-94 E	10 MILE ROAD N TURN AROUND over I-94	Painting - Zone		CON				
MACOMB	I-94 E	FRAZHO ROAD over I-94	Painting - Zone		CON				
MACOMB	I-94 E	11 MILE ROAD over I-94	Painting - Zone		CON				
MACOMB	I-94 E	8 MILE ROAD over I-94	Painting - Zone		CON				
MACOMB	I-94 E	21 MI ROAD over I-94	Overlay - Epoxy						CON
MACOMB	I-94 E	COTTON ROAD over I-94	Healer Sealer						CON
MACOMB	M-53 S	over CLINTON RIVER	Overlay - Deep					CON	
MACOMB	M-53 N	over CLINTON RIVER	Overlay - Deep					CON	
MACOMB	M-53 S	over UTICA ROAD	Superstructure Repair - Concrete					CON	
MACOMB	M-53 S	over CANAL ROAD	Bridge Barrier Railing Replacement					CON	

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METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
MACOMB	M-53 S	over 19 MILE ROAD	Bridge Barrier Railing Replacement					CON	
MACOMB	M-53 N	over 19 MILE ROAD	Bridge Barrier Railing Replacement					CON	
MACOMB	M-53	over BEAVER CREEK	Scour Protection					CON	
MACOMB	M-53	CLINTON RIVER ROAD over M-53	Deck Replacement					CON	
MACOMB	M-53 N	over UTICA ROAD	Bridge Barrier Railing Replacement					CON	
MACOMB	M-53 N	over CANAL ROAD	Bridge Barrier Railing Replacement					CON	
OAKLAND	I-696	over PEBBLE CREEK	Culvert Replacement		CON				
OAKLAND	I-696 E	MEADOWOOD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	LAHSER ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	11 MILE ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	EVERGREEN ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SANTA BARBARA over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SOUTHFIELD U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SOUTHFIELD ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SOUTHFIELD U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	EB 11 MILE SERVICE ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	LINCOLN DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	U-TURN W of GREENFIELD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	GREENFIELD ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	U-TURN E of GREENFIELD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	10 MILE ROAD W SERVICE DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	COOLIDGE ROAD U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	COOLIDGE ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	COOLIDGE ROAD U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SCOTIA ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	WOODWARD U-TURN W over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696	SERVICE DRIVE over M-1 (WOODWARD AVE)	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SB WOODWARD SERVVICE DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696	I-696 EB SERVIVE DRIVE over M-1 (WOODWARD AVE)	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	NB WOODWARD SERVICE DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MAIN STREET over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MOHAWK AVENUE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MOHAWK AVENUE U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	CAMPBELL AVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	CORPORATE DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	HARVARD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	CENTRAL PARK BOULEVARD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MEADOWLARK U-TURN EAST over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	RED RIVER AVE U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	SANTA BARBARA U-TURN EAST over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	LATHRUP ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MANISTEE U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	ROANOKE U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	MAPLEFIELD U-TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 W	I-696 WB over M-1 (WOODWARD AVENUE)	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	I-696 EB over M-1 (WOODWARD AVENUE)	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	GTW RAILROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75	EB I-696 over N-S SERVICE ROAD	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	I-696 over N-S SERVICE ROAD	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75	I-696 to I-75 RAMP over N-S SERVICE ROAD	Miscellaneous Bridge CPM			CON			

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METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
OAKLAND	I-75	I-696 RAMPS AF and EF over N SERVICE ROAD	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	I-696 over N SERVICE ROAD	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75	I-696 RAMPS GH and GD over N SERVICE ROAD	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	JOHN R ROAD over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	U-TURN at BATTELLE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	COUZENS STREET over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	10 MILE ROAD CONNECTOR over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	DEQUINDRE DRIVE LEFT TURN over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	DEQUINDRE DRIVE over I-696	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75 N	I-696 TURN ROADWAY EB over I-696 and RAMPS	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75 N	I-75 SB to I-696 EB over I-696 and RAMPS	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75 N	I-696 RAMP EB over I-75 and RAMPS to I-75 NB	Miscellaneous Bridge CPM			CON			
OAKLAND	I-75 N	I-696 RAMP WB over I-75 and RAMPS to I-75 SB	Miscellaneous Bridge CPM			CON			
OAKLAND	I-696 E	HALSTED ROAD over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	I-696 over DRAKE ROAD	Healer Sealer		CON				
OAKLAND	I-696 E	FARMINGTON ROAD over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	ORCHARD LAKE ROAD over I-696	Deck Patching - Full Depth		CON				
OAKLAND	I-696 E	MIDDLE BELT ROAD over I-696	Healer Sealer		CON				
OAKLAND	I-696 E	I-696 EB over INKSTER ROAD	Substructure Patching		CON				
OAKLAND	I-696 W	I-696 WB over INKSTER ROAD	Superstructure Repair - Steel		CON				
OAKLAND	I-696	M-10 SB over I-696	Overlay - Shallow		CON				
OAKLAND	I-696 E	RAMP P to M-10 over I-696	Superstructure Repair - Steel		CON				
OAKLAND	I-696 E	I-696 over M-10	Overlay - Epoxy		CON				
OAKLAND	I-96 E	I-96 over HURON RIVER	Overlay - Epoxy		CON				
OAKLAND	I-96 E	I-96 EB over CSX RAILROAD	Overlay - Epoxy		CON				
OAKLAND	I-96 W	I-96 WB over CSX RAILROAD	Overlay - Epoxy		CON				
OAKLAND	I-96	I-96 over KENT LAKE ROAD	Overlay - Epoxy		CON				
OAKLAND	I-96 E	I-96 EB over MILFORD ROAD	Superstructure Repair - Steel		CON				
OAKLAND	I-96 W	I-96 WB over MILFORD ROAD	Healer Sealer		CON				
OAKLAND	I-96 E	SOUTH HILL ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96 E	OLD PLANK ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96 E	WIXOM ROAD over I-96	Healer Sealer		CON				
OAKLAND	I-96 E	BECK ROAD over I-96	Overlay - Epoxy		CON				
OAKLAND	I-96	WIXOM ROAD to I-96 E over SBC MAINTENANCE ACCESS ROAD	Joint Repair		CON				
OAKLAND	M-1	M-1 over STONEY CROFT DRIVE	Culvert Replacement					CON	
OAKLAND	M-150	M-150 over GTW RAILROAD	Overlay - Epoxy			CON			
OAKLAND	M-59	M-150 over M-59	Substructure Patching					CON	
WAYNE	CONNECTOR 240 N	US-24-I-75 CONNECTOR NB over CONRAIL	Superstructure Repair - Steel			CON			
WAYNE	CONNECTOR 240 S	US-24-I-75 CONNECTOR SB over CONRAIL	Overlay - Epoxy			CON			
WAYNE	CONNECTOR 240 S	US-24-I-75 CONNECTOR SB over RACHO ROAD	Overlay - Epoxy			CON			
WAYNE	CONNECTOR 240 N	US-24-I-75 CONNECTOR NB over RACHO ROAD	Overlay - Epoxy			CON			
WAYNE	M-3	M-3 (GRATIOT AVE) over DEQUINDRE CUT	Miscellaneous Bridge CPM		CON				
WAYNE	I-375 N	MONROE AVENUE over I-375	Overlay - Epoxy		CON				
WAYNE	I-375 N	LAFAYETTE AVENUE over I-375	Overlay - Epoxy		CON				
WAYNE	I-375 N	LARNED STREET over I-375	Overlay - Epoxy		CON				
WAYNE	I-375 N	JEFFERSON AVENUE over I-375	Deck Patching		CON				
WAYNE	I-375 N	HASTINGS STREET over I-375	Joint Repair		CON				
WAYNE	CONNECTOR 3 E	MARKET STREET WALKOVER over M-3 CONNECTOR to I- 75	Bridge Approach		CON				
WAYNE	CONNECTOR 3 E	RUSSELL STREET over I-75 CONNECTOR to M-3	Overlay - Epoxy		CON				
WAYNE	I-75 N	DIVISION AVENUE WALKOVER over I-75	Bridge Approach		CON				
WAYNE	I-375 N	M-3 (GRATIOT AVENUE) over I-375	Overlay - Epoxy		CON				
WAYNE	I-375	MADISON AVENUE RAMPS over I-375	Overlay - Epoxy		CON				

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COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WAYNE	I-375 N	I-75 SE TURN ROAD over I-375	Overlay - Epoxy		CON				
WAYNE	CONNECTOR 3	BRUSH STREET ENTRANCE RAMP over I-75 EB I-375 SB TURN ROAD	Overlay - Epoxy		CON				
WAYNE	CONNECTOR 3 E	I-75 NB over I-75 SB to EB RAMP	Overlay - Epoxy		CON				
WAYNE	CONNECTOR 3 W	I-75 SB over I-75 SB to EB RAMP	Overlay - Epoxy		CON				
WAYNE	I-375 N	M-3 NB CONNECTOR over I-75 and I-375	Overlay - Epoxy		CON				
WAYNE	I-375 N	M-3 SB CONNECTOR over I-75 and I-375	Overlay - Epoxy		CON				
WAYNE	CONNECTOR 3 E	M-3 EB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy		CON				
WAYNE	CONNECTOR 3 W	M-3 WB CONNECTOR over I-375 and I-75 RAMP	Overlay - Epoxy		CON				
WAYNE	I-75 N	I-375 NW TURN ROAD over I-75 and RAMP	Overlay - Epoxy		CON				
WAYNE	I-75 N	M-3 to I-375 S RAMP over I-75	Overlay - Epoxy		CON				
WAYNE	I-75 N	WILKINS STREET and RAMP over I-75	Joint Repair		CON				
WAYNE	I-75	BRUSH STREET ENTRANCE RAMP over I-75 SB to EB RAMP	Overlay - Epoxy		CON				
WAYNE	I-75	M-102 8 MILE ROAD over I-75	Deck Replacement		CON				
WAYNE	I-75 N	M-102 EB SERVICE ROAD over I-75	Deck Replacement		CON				
WAYNE	M-102	M-102 WB SERVICE ROAD over I-75	Deck Replacement		CON				
WAYNE	I-75	I-75 over SUTCLIFF and KENOPE DRIVE	Miscellaneous Rehabilitation		CON				
WAYNE	I-75 N	PHILADELPHIA AVENUE over I-75	Overlay - Epoxy		CON				
WAYNE	I-75	M-8 E-S RAMP over GTW RAILROAD	Healer Sealer		CON				
WAYNE	I-75	HOLBROOK AVE over I-75	Deck Patching - Full Depth		CON				
WAYNE	I-75	DEQUINDRE DRIVE over I-75 RAMP to DAVISON	Overlay - Epoxy		CON				
WAYNE	I-75	DAVISON S SERVICE ROAD over I-75 RAMP C	Healer Sealer		CON				
WAYNE	M-8 E	DEQUINDRE DRIVE over M-8 DAVISON	Bridge Approach		CON				
WAYNE	I-75 N	GTW RAILROAD over I-75	Substructure Patching		CON				
WAYNE	M-8 E	GTW RAILROAD over M-8 DAVISON	Substructure Patching		CON				
WAYNE	I-94	I-94 over ENTRANCE to FORD PLANT	Superstructure Replacement			CON			
WAYNE	I-94	I-94 EB over I-94 RAMP to M-10	Substructure Repair		CON				
WAYNE	I-94 E	M-10 EB over I-94	Substructure Patching		CON				
WAYNE	I-94 E	M-10 WB over I-94	Substructure Patching		CON				
WAYNE	I-94 W	over I-94 RAMP M-10	Joint Replacement		CON				
WAYNE	I-94	M-10 WB over I-94 RAMP M-10	Joint Replacement		CON				
WAYNE	I-94 EB	I-94 EB over BEECH-DALY ROAD	Bridge Replacement			CON			
WAYNE	I-94 WB	I-94 WB over ECORSE ROAD	Bridge Replacement			CON			
WAYNE	I-96	HUBBELL AVE over I-96 (JEFFRIES FREEWAY)	Deck Replacement		CON				
WAYNE	I-96	FULLERTON AVE over I-96 (JEFFRIES FREEWAY)	Deck Replacement		CON				
WAYNE	I-96	SB to WB TURN ROADWAY over CSX RAILROAD and FULLERTON AVE	Deck Patching - Full Depth				CON		
WAYNE	I-96 E	over I-96 and CSX RAILROAD	Overlay - Epoxy				CON		
WAYNE	I-96	over CSX RAILROAD and 3RD LEVEL TURN ROAD	Overlay - Epoxy				CON		
WAYNE	I-96	TURN ROADWAY EB to SB over WB and U-TURN SERVICE ROADS	Overlay - Epoxy				CON		
WAYNE	I-96	3RD LEVEL TURN ROADWAY over I-96 ROADWAYS	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 EB COLLECTOR over M-39 SOUTHFIELD FREEWAY	Overlay - Epoxy				CON		
WAYNE	I-96 E	I-96 EB MAIN ROADWAY over M-39 (SOUTHFIELD FREEWAY)	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 WB COLLECTOR over M-39 (SOUTHFIELD FREEWAY)	Metal Mesh Panels				CON		
WAYNE	I-96 W	I-96 WB MAIN ROADWAY over M-39 (SOUTHFIELD FREEWAY)	Overlay - Epoxy				CON		
WAYNE	M-39 N	CSX RAILROAD over M-39	Painting Complete				CON		
WAYNE	I-96 E	GREENFIELD ROAD over I-96 and CSX RAILROAD	Bearing Realignment		CON				
WAYNE	I-96 E	SCHAEFER ROAD over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON				
WAYNE	I-96 E	M-5 over I-96 (JEFFRIES FREEWAY)	Substructure Patching		CON				
WAYNE	I-96 E	MEYERS ROAD over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON				
WAYNE	I-96 E	WYOMING AVE over I-96 (JEFFRIES FREEWAY)	Overlay - Epoxy		CON				

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METRO REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WAYNE	I-96	I-96 WB COLLECTOR over RAMP to M-8	Overlay - Epoxy		CON				
WAYNE	I-96 E	FULLERTON AVE over I-96 (JEFFRIES FREEWAY)	Deck Patching		CON				
WAYNE	I-96 E	U-TURN N of GRAND RIVER over I-96	Substructure Patching		CON				
WAYNE	I-96 E	WEST CHICAGO AVENUE over I-96	Overlay - Epoxy		CON				
WAYNE	I-96 E	W GRAND BOULEVARD and TIREMA over I-96	Overlay - Epoxy		CON				
WAYNE	I-96	W GRAND BOULEVARD and TIREMAN over I-96	Overlay - Epoxy		CON				
WAYNE	I-96 E	CSX RAILROAD over I-96 (JEFFRIES FREEWAY)	Substructure Patching		CON				
WAYNE	I-96	WB to NB TURN ROADWAY over CSX RAILROAD-FULLERTON	Overlay - Epoxy				CON		
WAYNE	I-96	WB to SB TURN ROADWAY over 3RD LEVEL TURN ROADWAY	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 RAMP NB to EB over M-39 RAMP and E SERVICE ROAD	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 RAMP over OPEN GROUND	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 RAMP over EB SERVICE ROAD	Overlay - Epoxy				CON		
WAYNE	I-96	I-96 RAMP	Overlay - Shallow				CON		
WAYNE	I-96	I-96 RAMP over WB SERVICE ROAD	Overlay - Epoxy				CON		
WAYNE	M-14 E	M-14 over ROUGE RIVER	Overlay - Epoxy			CON			
WAYNE	Edward-Hines DRIVE	BIKEWAY STRUCTURE over EDWARD-HINES DRIVE	Substructure Patching			CON			
WAYNE	M-14 E	HAGGERTY ROAD over M-14	Overlay - Epoxy			CON			
WAYNE	M-14 W	over SHELDON ROAD	Overlay - Shallow			CON			
WAYNE	M-14 E	over EDWARD-HINES DRIVE	Overlay - Epoxy			CON			
WAYNE	M-14 E	NORTHVILLE ROAD over M-14	Joint Replacement			CON			
WAYNE	M-14 E	ROBINWOOD DRIVE over M-14	Bridge Approach			CON			
WAYNE	M-14 E	over SHELDON ROAD	Overlay - Epoxy			CON			
WAYNE	M-14 E	CSX RAILROAD over M-14	Substructure Patching			CON			
WAYNE	I-96 E	SCHOOLCRAFT ROAD over I-96	Healer Sealer			CON			
WAYNE	I-96 E	NEWBURGH ROAD over I-96	Healer Sealer			CON			
WAYNE	I-96 E	NEWBURGH DBL U-TURN over I-96	Overlay - Epoxy			CON			
WAYNE	M-14 E	RAMP B (EB) over M-14	Bridge BARRIER Railing Repair			CON			
WAYNE	M-14 E	RAMP A (WB) over M-14	Overlay - Epoxy			CON			
WAYNE	M-39 N	SAWYER AVENUE WALKOVER over M-39	Bridge Removal				CON		
WAYNE	M-39	VASSAR AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-39 N	VERNE STREET PEDESTRIAN CROSSOVER over M-39	New Structure on Existing Route				CON		
WAYNE	M-39	U-TURN SERVICE ROAD over M-39 (SOUTHFIELD FREEWAY)	Overlay - Epoxy				CON		
WAYNE	M-39	SAWYER AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-85	M-85 SB over ECORSE CREEK	Superstructure Replacement			CON			
WAYNE	M-85 N	M-85 NB over ECORSE CREEK	Superstructure Replacement			CON			
WAYNE	Old 705	VISTA AVE over CANOE STREAM	Bridge Removal		CON				
WAYNE	Old 705	VISTA AVE over CANOE STREAM	Bridge Replacement		CON				
WAYNE	Old 701	CENTRAL AVE over CANOE STREAM	Scour Protection		CON				
WAYNE	Old 709	OAKWAY TRAIL over CANOE STREAM	Scour Protection		CON				
WAYNE	Old M-14	M-14 (OLD) over MIDDLE ROUGE RIVER	Bridge Replacement				CON		
WAYNE	Old M-14	HINES DRIVE over OLD M-14 (ANN ARBOR ROAD)	Bridge Replacement				CON		
WAYNE	US-12	US-12 WB over ROUGE RIVER	Healer Sealer		CON				
WAYNE	US-12 E	US-12 EB over ROUGE RIVER	Healer Sealer		CON				
WAYNE	US-24 S	US-24 SB over FRANK and POET DRIVE	Scour Protection			CON			
WAYNE	US-24	US-24 NB over FRANK and POET DRIVE	Culvert Replacement			CON			
WAYNE	US-24	US-24 over CONRAIL	Bridge Barrier Railing Replacement			CON			
WAYNE	US-24, I-75 SB CONNECTOR	over US-24 NB	Bridge Replacement			CON			

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

METRO REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
MACOMB	21 MILE/I-94 E RAMP	EB I-94 at 21 MILE ROAD RAMPS	Traffic Safety	0.710					CON
MACOMB	I-94	8 MILE ROAD to 11 MILE ROAD	Reconstruction	3.440	CON				
MACOMB	I-94	23 MILE ROAD to COUNTY LINE ROAD	Road Rehabilitation	6.175				CON	
MACOMB	M-102 (8 Mile ROAD)	M-39 to M-53 (VAN DYKE AVENUE)	Road Rehabilitation	10.279	CON				
MACOMB	M-3 (Gratiot Ave)	14 MILE ROAD to WELLINGTON CRESCENT BOULEVARD	Road Rehabilitation	3.340	CON				
MACOMB	M-3	WELLINGTON CRESCENT to SANDPIPER DRIVE	Road Rehabilitation	2.380					CON
MACOMB	M-53	18 MILE ROAD to 27 MILE ROAD	Road Rehabilitation	10.043				CON	
OAKLAND	I-696	I-275 to LAHSER ROAD	Reconstruction	8.536	CON				
OAKLAND	I-696 E	I-696 EB over ROUGE RIVER	Bridge Replacement		CON				
OAKLAND	I-696 W	I-696 WB over ROUGE RIVER	Bridge Replacement		CON				
OAKLAND	I-696	LAHSER ROAD to DEQUINDRE ROAD	Reconstruction	9.897		CON			
OAKLAND	I-696 W/M 1 Ramp	WB I-696 EXIT RAMP to M-1	Traffic Safety	0.400		CON			
OAKLAND	I-75	M-15 to OAKLAND COUNTY LINE	Road Rehabilitation	14.572	CON				
OAKLAND	I-75 N	I-75 over DEER LAKE CREEK	Substructure Patching		CON				
OAKLAND	I-75 N	HOLCOMB ROAD over I-75	Overlay - Deep		CON				
OAKLAND	I-75 S	US-24 over I-75 SB	Overlay - Epoxy		CON				
OAKLAND	I-75 N	I-75 NB over US-24	Bridge Barrier Railing Replacement		CON				
OAKLAND	I-75 N	DAVISBURG ROAD over I-75	Bridge Barrier Railing Replacement		CON				
OAKLAND	I-75 N	RATTALEE LAKE ROAD over I-75	Overlay - Shallow		CON				
OAKLAND	I-75 N	EAST HOLLY ROAD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 N	GRANGE HALL ROAD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 N	LAHRING ROAD over I-75	Overlay - Epoxy		CON				
OAKLAND	I-75 N	BELFORD ROAD over I-75	Overlay - Shallow		CON				
OAKLAND	I-75 N	I-75 NB over DIXIE HWY and RAMPS	Overlay - Epoxy		CON				
OAKLAND	I-75 BL (SQUARE LAKE ROAD)	M-1 to I-75 INTERCHANGE RAMPS	Reconstruction	1.534				CON	
OAKLAND	I-75 BL	from WOODWARD AVENUE LOOP to US-24 (CESAR CHAVER AVENUE)	Reconstruction	2.677	CON				
OAKLAND	I-75 BL N (S WOODWARD AVENUE)	WOODWARD AVENUE at SOUTH BOULEVARD	Traffic Safety	0.585		CON			
OAKLAND	I-96	I-275 to KENT LAKE ROAD	Reconstruction	12.426	CON				
OAKLAND	M-150	AVON to CLINTON RIVER and PAINT CREEK to TIENKEN ROAD	Reconstruction	1.464		CON			
OAKLAND	M-150	M-59 to AVON ROAD	Road Rehabilitation	2.781				CON	
OAKLAND	M-59 (Highland Road)	ELIZABETH LAKE ROAD to US-24	Road Rehabilitation	1.449				CON	
OAKLAND	M-59	US-24 to LOOP	Traffic Safety	1.483			CON		
OAKLAND	M-59	MILFORD ROAD to PONTIAC LAKE ROAD	Road Rehabilitation	9.171					CON
OAKLAND	M-59 E	over SPRING MILL CREEK	Miscellaneous Bridge CPM						CON
OAKLAND	M-59	over HURON RIVER	Miscellaneous Bridge CPM						CON
OAKLAND	M-59	over PONTIAC LAKE	Miscellaneous Bridge CPM						CON
OAKLAND	M-59	over PONTIAC LAKE	Miscellaneous Bridge CPM						CON
OAKLAND	M-59 E	CSX RAILROAD over M-59	Superstructure Repair - Steel						CON
OAKLAND	M-59 W	CSX RAILROAD over M-59 WB	Painting - Zone						CON
OAKLAND	Telegraph Road (US-24)	TELEGRAPH (US-24)	New Facilities	0.519					CON
WAYNE	I-94	PELHAM to EAST of M-39	Road Rehabilitation	3.489		CON			
WAYNE	I-94	WAYNE ROAD to MIDDLE BELT ROAD	Reconstruction	3.116		CON			
WAYNE	I-94	MIDDLE BELT ROAD to BEECH DALY ROAD	Reconstruction	2.508		CON			
WAYNE	M-10	MEYERS to I-75	Road Rehabilitation	9.480					CON
WAYNE	M-14	SHELDON ROAD to NEWBURGH ROAD	Reconstruction			CON			
WAYNE	M-14 E	SCHOOLCRAFT CONNECTOR over M-14	Bridge Replacement			CON			
WAYNE	M-153	SHELDON ROAD to LOTZ ROAD	Reconstruction	2.412	CON				

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METRO REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WAYNE	M-153	NAPIER to SHELDON ROAD	Road Capital Preventive Maintenance	3.330		CON			
WAYNE	M-39	MCNICHOLS ROAD to PLYMOUTH ROAD	Reconstruction	2.951			CON		
WAYNE	M-39	PLYMOUTH ROAD to FORD ROAD	Reconstruction	3.326			CON		
WAYNE	M-39	PINECREST to M-153 (FORD ROAD)	Road Rehabilitation	4.973		CON			
WAYNE	M-97 (Hoover St)	M-3 (GRATIOT ROAD) to M-102 (8 MILE ROAD)	Road Rehabilitation	2.940					CON
WAYNE	Old 14	W COUNTY LINE to CANTON CENTER ROAD	Road Capital Preventive Maintenance	3.171	CON				
WAYNE	OLD-14	NEWBURGH ROAD to MARKET STREET	Reconstruction	0.393			CON		
WAYNE	OLD-14	ANN ARBOR ROAD at BECK ROAD	Traffic Safety	0.562	CON				
WAYNE	US-12 (Michigan Avenue)	LOTZ ROAD to PERSHING STREET	Road Rehabilitation	2.048	CON				
WAYNE	US-12	HENRY RUFF to GULLEY	Road Rehabilitation	2.833					CON
WAYNE	US-12	ELM STREET to FIRESTONE STREET	Road Rehabilitation	2.444	CON				
WAYNE	US-12	US-12 between I-96 and CASS	Reconstruction	1.621	CON				
WAYNE	US-12 E	US-12I-275 to HANNAN ROAD	Traffic Safety	0.633		CON			
WAYNE	US-24 (Telegraph Road)	CARTER to PENNSYLVANIA	Reconstruction	2.633		CON			
WAYNE	US-24	VAN BORN ROAD to OXFORD STREET	Road Rehabilitation	1.679	CON				
WAYNE	US-24 N	US-24 NB over ECORSE CREEK	Overlay - Epoxy		CON				
WAYNE	US-24 S	US-24 SB over ECORSE CREEK	Overlay - Epoxy		CON				
				160.403					

METRO REGION
NEW ROADS

WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	New Road		CON	CON			
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - BRIDGE AREA	New Road		ROW				
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	New Road		CON	CON			
WAYNE	Gordie Howe International Bridge	GORDIE HOWE INTERNATIONAL BRIDGE - INTERCHANGE AREA	New Road		ROW				
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	New Road		CON	CON			
WAYNE	Gordie Howe International Bridge Plaza	GORDIE HOWE INTERNATIONAL BRIDGE - PLAZA AREA	New Road		ROW				
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		CON	CON	CON		
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		PE	PE			
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		ROW	ROW			
WAYNE	Gordie Howe International Bridge (Gordie Howe Rail)	GORDIE HOWE INTERNATIONAL BRIDGE - WEST of PLAZA AREA	Rail		UTL	UTL			
WAYNE	Gordie Howe International Bridge	at the GORDIE HOWE INTERNATIONAL BRIDGE	Project Management Contract		CON	CON			
WAYNE	Gordie Howe International Bridge	at the GORDIE HOWE INTERNATIONAL BRIDGE	Project Management Contract		ROW				

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METRO REGION
TRUNKLINE MODERNIZATION: I-75 IN OAKLAND COUNTY

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
OAKLAND	I-75	from 8 MILE ROAD to NORTH of 13 MILE ROAD	Reconstruction	5.416	CON	CON	CON	CON	CON
OAKLAND	I-75	from 8 MILE to M-59, OAKLAND COUNTY	Project Management Contract		EPE				
OAKLAND	I-75	from 8 MILE to M-59, OAKLAND COUNTY	Project Management Contract		EPE				
OAKLAND	I-75	N of 13 MILE to N of COOLIDGE HWY on I-75	Environmental Mitigation	8.796	CON	CON			
OAKLAND	I-75	N of 13 MILE to N of COOLIDGE HWY on I-75	Environmental Mitigation		PE				
				14.212					

METRO REGION
TRUNKLINE MODERNIZATION: I-94 IN DETROIT

WAYNE	US-12 (Michigan Ave)	VARIOUS LOCATIONS in WAYNE COUNTY	Traffic Signals		CON	CON	CON		
WAYNE	US-12 (Michigan Ave)	VARIOUS LOCATIONS in WAYNE COUNTY	Traffic Signals		PE				
WAYNE	I-94	at BURNS STREET (S12 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94 E	at CONRAIL RAILROAD (X01 of 82025)	New Structure on Existing Route		CON	CON			
WAYNE	I-94	at CONRAIL RAILROAD (X02 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94	at FRONTENAC ST (S08 of 82024)	Bridge Replacement		CON	CON			
WAYNE	I-94	at GRAND RIVER AVE (S17 of 82024)	Bridge Replacement	0.078	CON	CON			
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	BARRETT AVENUE over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BARRETT AVE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	BEAUBIEN ST over I-94; SEMINOLE ST WALKOVER over I-94; MCCLELLAN over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	SEMINOLE AVE WALK over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BEAUBIEN ST over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	MCCLELLAN AVE over I-94	Bridge Removal		PE-S	PE-S	PE-S		
WAYNE	I-94 E	BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	BURNS STREET, FRONTENAC STREET AND CADILLAC AVENUE	Miscellaneous Bridge		CON	CON			
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE COUNTY	Bridge Replacement		CON	CON			
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE COUNTY	Bridge Replacement		CON	CON			
WAYNE	I-94 E	CONNER AVE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	CONNER AVE over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	CONNER AVE over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	SB CONNER AVE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	NB CONNER AVE over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route			CON	CON	CON	CON
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route		PE	PE	PE		
WAYNE	I-94 W	CONNER CREEK GREENWAY (IRON BELLE TRAIL) over I-94	New Structure on New Route		PE-S	PE-S	PE-S		
WAYNE	I-94 W	IRON BELLE TRAIL over I-94	New Structure on New Route			CON	CON	CON	CON
WAYNE	I-94 E	E of I-96 to E of CONNER AVENUE	Reconstruction		PE	PE			
WAYNE	I-94 E	E of I-96 to E of CONNER AVENUE	Reconstruction		ROW	ROW	ROW	ROW	ROW
WAYNE	E Grand Blvd	EAST GRAND BLVD BRIDGE over I-94	Landscaping	0.010	CON	CON	CON		
WAYNE	I-94 E	from BURNS AVENUE to BARRETT STREET, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction	2.271		CON	CON	CON	CON
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		

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METRO REGION

TRUNKLINE MODERNIZATION: I-94 IN DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94 E	from BURNS STREET to BARRETT AVENUE, CITY of DETROIT	Reconstruction		PE	PE	PE		
WAYNE	I-94	from I-96 to CONNER	Concrete Reconstruction		PE	PE	PE	PE	PE
WAYNE	I-94	from I-96 to CONNER AVENUE	Concrete Reconstruction		ROW	ROW	ROW		
WAYNE	I-94 (Ford Freeway)	from I-96 to CONNER AVENUE, CITY of DETROIT	Maintaining Traffic		PE				
WAYNE	I-94 (Ford Freeway)	from I-96 to CONNER AVENUE, CITY of DETROIT	Reconstruction		PE				
WAYNE	I-94	from I-96 to CONNOR	REAL ESTATE ACTIVITIES		ROW	ROW	ROW	ROW	
WAYNE	I-94	from I-96 to CONNOR	Concrete Reconstruction		PE	PE	PE	PE	
WAYNE	I-94	from I-96 to CONNOR	REAL ESTATE ACTIVITIES		ROW	ROW	ROW	ROW	ROW
WAYNE	I-94 (Ford Freeway)	from I-96 to EAST of CONNER AVENUE	Project Management Contract		EPE	EPE			
WAYNE	I-94 E	GRAND RIVER AVE AND CASS AVE over I-94	MISCELLANEOUS BRIDGE		CON	CON			
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 (E Grand Blvd)	GRAND RIVER, E GRAND BOULEVARD, FRONTENAC, BURNS OVERPASS	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	I-94 DETROIT MODERNIZATION CORRIDOR	STUDIES/RESEARCH		EPE				
WAYNE	I-94 W	LEMAY ST over I-94	NEW STRUCTURE on EXISTING ROUTE			CON	CON	CON	CON
WAYNE	I-94 W	LEMAY ST over I-94	NEW STRUCTURE on EXISTING ROUTE		PE	PE	PE		
WAYNE	I-94 W	LEMAY ST over I-94	NEW STRUCTURE on EXISTING ROUTE		PE-S	PE-S	PE-S		
WAYNE	I-94 W	LEMAY ST over I-94	New Structure on Existing Route			CON	CON	CON	CON
WAYNE	I-94 E	MALCOLM AVE WALKOVER over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	MALCOLM AVE WALKOVER over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	MALCOLM AVE WALKOVER over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94 E	MALCOLM AVE WALKOV over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	ROHNS over I-94	Bridge Replacement			CON	CON	CON	CON
WAYNE	I-94 E	ROHNS over I-94	Bridge Replacement		PE	PE	PE		
WAYNE	I-94 E	ROHNS over I-94	Bridge Replacement		PE-S	PE-S	PE-S		
WAYNE	I-94	SECOND AND BRUSH over I-94	Miscellaneous Roadside	0.172	CON	CON			
WAYNE	I-94	SECOND AVENUE over I-94	Miscellaneous Bridge		CON				
WAYNE	I-94	at THIRD STREET BRIDGE (S30 of 82023)	Bridge Removal		CON	CON			
				2.531					

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NORTH REGION

NORTH REGION

BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
MANISTEE	US-31	over MANISTEE RIVER	Deck Replacement		CON				

NORTH REGION

BRIDGE REPLACEMENT AND PRESERVATION

CHEBOYGAN	I-75 S	I-75 SB over TROWBRIDGE ROAD and D&M RAILROAD	Deck Replacement			CON			
CHEBOYGAN	I-75 N	I-75 NB over TROWBRIDGE ROAD and D&M RAILROAD	Deck Replacement			CON			
CHEBOYGAN	I-75 S	WEBB ROAD over I-75 SB	Deck Replacement			CON			
CHEBOYGAN	I-75 N	WEBB ROAD over I-75 NB	Deck Replacement			CON			
CRAWFOROAD	I-75 S	M-93 over I-75 SB	Overlay - Deep			CON			
CRAWFOROAD	I-75 N	M-93 over I-75 NB	Overlay - Deep			CON			
CRAWFOROAD	I-75 S	COUNTY ROAD 612 over I-75 SB	Overlay - Epoxy			CON			
CRAWFOROAD	I-75 N	COUNTY ROAD 612 over I-75 NB	Overlay - Epoxy			CON			
EMMET	I-75 N	D&M RAILROAD	Overlay - Epoxy		CON				
EMMET	US-23 S	US-23 SB over I-75	Superstructure Replacement		CON				
EMMET	I-75 N	I-75 over Central Street	Overlay - Epoxy		CON				
ROSCOMMON	M-18	M-18 over SPRING BROOK CREEK	Superstructure Repair - Concrete						CON

NORTH REGION

REPAIR AND REBUILD ROADS

ALCONA	US-23	ALCONA NORTH COUNTY LINE to SOUTH of SAYERS ROAD	Road Rehabilitation	2.376		CON			
ALPENA	M-32	M-32 at BAGLEY STREET	Reconstruction	0.182					CON
BENZIE	US-31	REYNOLDS ROAD to M-137	Reconstruction	5.167			CON		
CHEBOYGAN	I-75	LEVERING ROAD to US-31	Reconstruction	9.130	CON				
CHEBOYGAN	US-23	HURON STREET to MILL CREEK DISCOVERY PARK ENT	Reconstruction	3.254		CON			
EMMET	I-75	OLD M-108 NORTH to MACKINAC BRIDGE	Road Rehabilitation	2.289	CON				
EMMET	M-68	CROOKED RIVER to the EMMET EAST COUNTY LINE	Road Rehabilitation	2.668					CON
EMMET	US-31	BLUMKE ROAD NORTH to MILTON ROAD	Reconstruction	4.366	CON				
EMMET	US-31 (Oden Road)	GRAHAM ROAD to BLUMKE ROAD	Road Rehabilitation	3.148			CON		
GRAND TRAVERSE	M-72	US-31 NORTH to M-72	Reconstruction	0.971			CON		
GRAND TRAVERSE	US-31	MURCHIE BRIDGE EAST to GARFIELD AVENUE	Reconstruction	0.864	CON				
GRAND TRAVERSE	US-31	DIVISION STREET to MURCHIE BRIDGE over the BOARDMAN RIVER	Reconstruction	1.211	CON				
GRAND TRAVERSE	US-31	LAKE ANN ROAD to M-137	Minor Widening	3.718			CON		
GRAND TRAVERSE	US-31	M-137 to SULLIVAN ROAD	Reconstruction	3.250				CON	
GRAND TRAVERSE	US-31	M-137 to SULLIVAN ROAD	Minor Widening					CON	

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NORTH REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
GRAND TRAVERSE	US-31	THREE MILE ROAD INTERSECTION	Minor Widening	0.420				CON	
GRAND TRAVERSE	US-31 (Division Street)	10TH STREET to FRONT STREET	Minor Widening	0.540				CON	
IOSCO	US-23	TAWAS RIVER BRIDGE to TAWAS BEACH ROAD	Reconstruction	3.153					CON
LEELANAU	M-22 (West Bay Shore DRIVE)	M-72 NORTH to CHERRY BEND ROAD	Reconstruction	1.235			CON		
LEELANAU	M-22 (North Manitou Trail)	REYNOLDS STREET to HILL STREET	Reconstruction	0.930					CON
MANISTEE	M-55	UDELL HILLS ROAD to PINE RIVER	Road Capital Preventive Maintenance	6.750		CON			
MANISTEE	US-31	INTERSECTION of US-31 at M-22	Traffic Safety	0.750	CON				
MANISTEE	US-31	VAN BUREN STREET to M-55	Reconstruction	1.663				CON	
MISSAUKEE	M-66	DECKER STREET to GERWOUDE DRIVE / GERWOUDE DRIVE	Road Capital Preventive Maintenance	5.509	CON				
MONTMORENCY	M-32	COUNTY ROAD 491 to MANIER ROAD	Traffic Safety	3.817		CON			
OGEMAW	M-33	M-55 NORTH to ESMOND ROAD	Traffic Safety	7.116					CON
OGEMAW	M-55	WEST of FAIRVIEW STREET to WEST of M-30	Reconstruction	1.193	CON				
OTSEGO	I-75	GAYLORD REST Area #405	Roadside Facilities - Improve	0.000		CON			
OTSEGO	I-75 BL (South Otsego Avenue)	SOUTH BOUND I-75 OFF RAMP to WISCONSIN AVENUE	Road Rehabilitation	2.153		CON			
OTSEGO	I-75 BL (S Old 27)	at I-75 BL and McCOY ROAD	Reconstruction	0.190		CON			
OTSEGO	M-32 (W Main St)	between DICKERSON ROAD and SB I-75 ON RAMP	Minor Widening	0.100				CON	
ROSCOMMON	I-75	I-75 and M-55 RAMPS	Road Rehabilitation	3.575		CON			
ROSCOMMON	M-55	US-127 to M-18	Road Capital Preventive Maintenance	9.762		CON			
WEXFOROAD	US-131	M-115 NORTH to MACKINAW TRAIL	Road Rehabilitation	0.752		CON			
				92.202					

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SOUTHWEST REGION

BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
BERRIEN	I-196	RIVERSIDE ROAD over I-196	Bridge Barrier Railing Replacement						CON
BERRIEN	I-196 N	CENTRAL AVENUE over I-196	Bridge Barrier Railing Replacement						CON
BERRIEN	I-196	RED ARROW HIGHWAY over I-196	Overlay - Deep						CON
BERRIEN	I-94 E	over HENNESSY ROAD	Overlay - Epoxy			CON			
BERRIEN	I-94 W	over HENNESSY ROAD	Overlay - Epoxy			CON			
BERRIEN	US-31	BUCHANAN ROAD over US-31	Overlay - Epoxy				CON		
BRANCH	US-12	over COLDWATER RIVER	Bridge Barrier Railing Replacement		CON				
CALHOUN	I-194	M-96 (COLUMBIA) over I-194	Overlay - Deep			CON			
CALHOUN	I-194	over KALAMAZOO RIVER	Bridge Replacement			CON			
CALHOUN	I-94	I-94 BUSINESS LOOP (MICHIGAN AVENUE) over I-94	Bridge Barrier Railing Replacement		CON				
CALHOUN	I-94	17 MILE ROAD over I-94	Substructure Replacement		CON				
CALHOUN	I-94 E	over RIVERSIDE DRIVE	Overlay - Epoxy		CON				
CALHOUN	I-94 W	over RIVERSIDE DRIVE	Overlay - Epoxy		CON				
CALHOUN	I-94	I-194 and M-66 NB over I-94	Painting Complete		CON				
CALHOUN	I-94 E	I-194 and M-66 SB over I-94	Painting Complete		CON				
CALHOUN	M-311	over ALDER CREEK	Bridge Replacement						CON
CALHOUN	M-89 (WASHINGTON Avenue)	over GTW RAILROAD and KALAMAZOO RIVER	Overlay - Epoxy			CON			
KALAMAZOO	M-96	over KALAMAZOO RIVER	Overlay - Deep						CON
KALAMAZOO	US-131 NB	over AMTRAK and KL AVENUE	Bridge Replacement			CON			
KALAMAZOO	US-131 SB	over AMTRAK and KL AVENUE	Bridge Replacement			CON			
ST. JOSEPH	M-60	US-131 BUSINESS ROUTE over ROCKY RIVER	Overlay - Deep						CON
ST. JOSEPH	M-60	US-131 BUSINESS ROUTE over ROCKY RIVER RACE	Overlay - Shallow						CON
ST. JOSEPH	M-60	M-60 over PORTAGE RIVER	Bridge Replacement						CON
ST. JOSEPH	M-86	over STREET JOSEPH RIVER	Healer Sealer						CON
VAN BUREN	I-196	US-31 over ROGERS CREEK	Culvert Replacement		CON				
VAN BUREN	I-94	58TH STREET (CR 681) over I-94	Overlay - Shallow						CON
VAN BUREN	I-94	54TH STREET (CR 215) over I-94	Overlay - Shallow						CON

SOUTHWEST REGION

REPAIR AND REBUILD ROADS

BERRIEN	I-94	ST. JOSEPH RIVER to BRITAIN AVENUE	Reconstruction	4.092	CON				
BERRIEN	I-94 E	over PIPESTONE ROAD	Bridge Replacement		CON				
BERRIEN	I-94 W	over PIPESTONE ROAD	Bridge Replacement		CON				
BERRIEN	I-94 E	over YORE DRIVE and STOEFFER DRIVE	Culvert Replacement		CON				
BERRIEN	I-94	I-94 BUSINESS LOOP (EXIT 23) to the ST. JOSEPH RIVER	Reconstruction	6.352	CON				
BERRIEN	I-94 E	over ST. JOSEPH TRIBUTARY to HICKORY CREEK	Miscellaneous Bridge CSM		CON				
BERRIEN	I-94 E	over CSX RAILROAD	Overlay - Deep		CON				
BERRIEN	I-94 W	over CSX RAILROAD	Overlay - Deep		CON				

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SOUTHWEST REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
BERRIEN	I-94	WB RAMP B over CSX RAILROAD	Deck Replacement		CON				
BERRIEN	I-94 E	over I-94 BUSINESS LOOP (LAKESHORE DRIVE)	Bridge Replacement		CON				
BERRIEN	I-94 W	over I-94 BUSINESS LOOP (LAKESHORE DRIVE)	Bridge Replacement		CON				
BERRIEN	I-94 E	WASHINGTON AVE over I-94	Overlay - Epoxy		CON				
BERRIEN	I-94 E	over LINCOLN AVE	Overlay - Shallow		CON				
BERRIEN	I-94 W	over LINCOLN AVE	Overlay - Shallow		CON				
BERRIEN	I-94 E	over STREET JOSEPH RIVER	Overlay - Epoxy		CON				
BERRIEN	I-94 W	over STREET JOSEPH RIVER	Overlay - Epoxy		CON				
BERRIEN	I-94	KRUGER ROAD to THREE OAKS ROAD	Road Capital Preventive Maintenance	5.019	CON				
BERRIEN	I-94 WB	I-196 to M-140	Road Rehabilitation	5.375		CON			
BERRIEN	I-94 WB (I-94 WB EXIT 29 OFF RAMP)	PIPESTONE ROAD (EXIT 29)	Major Widening	0.531	CON				
BERRIEN	I-94BL (LAKESHORE DRIVE)	GLENLORD ROAD to SOUTH INTERSECTION of M-63/I-94 BL	Road Capital Preventive Maintenance	4.402		CON			
BERRIEN	M-139	OVER BIG MEADOW DRIVE TRIBUTARY	Reconstruction	0.220			CON		
BERRIEN	M-139	SOUTH of I-94 to I-94 BUSINESS LOOP	Reconstruction	3.973				CON	
BERRIEN	M-139	M-139 and M-63	Traffic Safety	15.030			CON		
BERRIEN	M-51	CHESTNUT LANE to M-60 BUSINESS ROUTE	Reconstruction	3.543		CON			
BERRIEN	US-12 E	US-12 EB over M-51	Bridge Removal			CON			
BERRIEN	US-12 W	US-12 WB over M-51	Bridge Removal			CON			
BERRIEN	US-12	GALIEN TOWNSHIP LINE to WEST of MAYFLOWER ROAD	Road Capital Preventive Maintenance	6.771	CON				
BERRIEN	US-12	INDIANA/MICHIGAN STATE LINE to MONROE STREET	Road Capital Preventive Maintenance	3.141	CON				
BERRIEN	US-31 N	US-12 to M-139	Road Rehabilitation	12.261		CON			
BERRIEN	US-31 S	US-12 to M-139	Road Rehabilitation	12.245			CON		
BRANCH	US-12	over COLDWATER RIVER	Road Rehabilitation	0.619	CON				
CALHOUN	I-69	M-60 to I-94	Traffic Safety	13.036				CON	
CALHOUN	I-94	HELMER ROAD to F DRIVE NORTH	Road Rehabilitation	8.125	CON				
CALHOUN	I-94 E	CAPITAL AVE over I-94	Bridge Replacement		CON				
CALHOUN	I-94 E	over KALAMAZOO RIVER	Bridge Replacement			CON			
CALHOUN	I-94 W	over KALAMAZOO RIVER	Bridge Replacement			CON			
CALHOUN	I-94 E	over 6 1/2 MILE ROAD	Bridge Replacement		CON				
CALHOUN	I-94 W	over 6 1/2 MILE ROAD	Bridge Replacement		CON				
CALHOUN	I-94 E	over M-294 BEADLE LAKE	Bridge Replacement		CON				
CALHOUN	I-94 W	over M-294 BEADLE LAKE	Bridge Replacement		CON				
CALHOUN	I-94 E	over 9 MILE ROAD	Bridge Replacement		CON				
CALHOUN	I-94 W	over 9 MILE ROAD	Bridge Replacement		CON				
CALHOUN	I-94 E	F DRIVE NORTH over I-94	Bridge Barrier Railing Replacement		CON				
CALHOUN	I-94	the BATTLE CREEK REST AREA	Roadside Facilities - Improve	0.000			CON		
CALHOUN	M-37	DICKMAN ROAD (M-96) to CREEKVIEW DRIVE in CALHOUN	Road Rehabilitation	2.868	CON				
CALHOUN	M-60	INTERSECTIONS LOCATED in CASS, BRANCH and CALHOUN	Traffic Safety	0.000		CON			
CALHOUN	M-66	L DRIVE SOUTH to D DRIVE SOUTH in LEROY TOWNSHIP	Road Capital Preventive Maintenance	4.023	CON				
CALHOUN	M-66	M-60 to S DRIVE S in BRANCH and CALHOUN COUNTY	Road Capital Preventive Maintenance	3.220	CON				
CALHOUN	M-66	M-60 to GLENN CROSS ROAD	Traffic Safety	13.724				CON	
CALHOUN	M-66 N	BECKLEY ROAD to I-94	Minor Widening	0.281			CON		
CALHOUN	M-96	M-96/M-37/I-94 BUSINESS LOOP between TERRITORIAL and DICKMAN	Minor Widening	0.960				CON	
CASS	M-40	US-12 NORTHERLY to the VILLAGE of MARCELLUS	Traffic Safety	15.097			CON		
CASS	M-51	at M-60, M-139, and US-12	Traffic Safety	48.045					CON

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SOUTHWEST REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
CASS	US-12	EAST of EDWARDSBURG EASTERLY to BRADY ROAD	Traffic Safety	2.347		CON			
KALAMAZOO	I-94 W	12TH STREET to WEST NEDGE AVENUE	Road Capital Preventive Maintenance	3.012			CON		
KALAMAZOO	I-94 W/ US-131 N Ramp (I-94)	WESTBOUND RAMP to US-131 NORTHBOUND	Minor Widening	1.782			CON		
KALAMAZOO	M-343 (Gull ROAD)	at SPRINKLE ROAD	Minor Widening	0.341		CON			
KALAMAZOO	M-43 (W Main St)	WEST MAIN between 10TH STREET and DRAKE ROAD	Minor Widening	0.996				CON	
KALAMAZOO	M-96	BURGESS DRIVE to the WEST VILLAGE LIMIT of AUGUSTA	Road Capital Preventive Maintenance	4.027		CON			
KALAMAZOO	US-131	M-216 NORTH to U AVENUE	Road Rehabilitation	8.267	CON				
ST. JOSEPH	US-131	at BR-131 (MAIN ST)/WILBUR ROAD; MARCELLUS; and XY AVE	Traffic Safety	1.348	CON				
ST. JOSEPH	US-131	ROCKY RIVER to M-216	Road Rehabilitation	5.166				CON	
ST. JOSEPH	US-131 BUSINESS ROUTE	at M-60 and M-86	Road Rehabilitation	6.185					CON
VAN BUREN	52nd/I-94 E RAMP	I-94 PARTIAL CLOVER INTERCHANGES	Traffic Safety	3.298		CON			
VAN BUREN	I-94	EAST of M-51 to EAST of M-40 in VAN BUREN COUNTY	Road Rehabilitation	5.387			CON		
VAN BUREN	I-94 E	over S BUSINESS ROUTE and PAW PAW RIVER	Overlay - Deep				CON		
VAN BUREN	I-94 W	over S BUSINESS ROUTE and PAW PAW RIVER	Overlay - Deep				CON		
VAN BUREN	I-94 E	over THREE MILE LAKE DRIVE	Minor Concrete Patching				CON		
VAN BUREN	I-94 E	M-40 over I-94	Bridge Replacement				CON		
VAN BUREN	M-40	over E BUSINESS ROUTE and PAW PAW RIVER	Deck Replacement				CON		
VAN BUREN	I-94 E	WEST of M-51 to 40TH STREET	Road Rehabilitation	2.792	CON				
VAN BUREN	M-40	72ND STREET to SOUTH of LAGRAVE STREET	Road Rehabilitation	3.402	CON				
VAN BUREN	M-40	over BRANDYWINE LAKE DRIVE at 24TH AVENUE	Reconstruction	0.132					CON
				241.435					

SOUTHWEST REGION
NEW ROADS

BERRIEN	US-31	NORTH of NAPIER AVENUE (EXIT 24) to I-94	New Road- RELOCATING AN EXISTING ROUTE	1.904	CON	CON	CON		
BERRIEN	US-31	NORTH of NAPIER ROAD to I-94	New Road- RELOCATING AN EXISTING ROUTE	0.000	ROW				
				1.904					

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SUPERIOR REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
ALGER	US-41	over W BUSINESS ROUTE and WHITEFISH RIVER	Deck Replacement				CON		
CHIPPEWA	I-75	M-48 over I-75 and US-2	Overlay - Deep				CON		
CHIPPEWA	I-75 N	M-48 over I-75	Bridge Barrier Railing Replacement				CON		
GOGEBIC	US-2	over POWDER MILL CREEK	Deck Replacement					CON	
MACKINAC	I-75 S	over CARP RIVER	Substructure Patching			CON			
MACKINAC	I-75 N	over CARP RIVER	Joint Replacement			CON			
MACKINAC	I-75 N	M-123 over I-75	Substructure Patching			CON			
MACKINAC	M-134	over PINE RIVER	Joint Replacement			CON			
MARQUETTE	US-41	OLD M-28 over CARP RIVER	Bridge Removal		CON				
ONTONAGON	M-69	over PAINT RIVER	Joint Replacement		CON				
ONTONAGON	M-64	over MINERAL RIVER	Overlay - Deep		CON				
ONTONAGON	US-45	over E BUSINESS ROUTE of ONTONAGON RIVER	Joint Replacement		CON				

SUPERIOR REGION
REPAIR AND REBUILD ROADS

ALGER	M-28	MUNISING to the ALGER/SCHOOLCRAFT COUNTY LINE	Road Rehabilitation	15.217	CON				
ALGER	M-28	MARQUETTE COUNTY LINE to SHELTER BAY ROAD	Road Rehabilitation	8.177					CON
ALGER	M-77	SCHOOLCRAFT/ALGER COUNTY LINE to GRAND MARAIS	Road Capital Preventive Maintenance	12.932	CON				
ALGER	US-41	DELTA/ALGER COUNTY LINE to the ALGER/MARQUETTE COUNTY LINE	Road Rehabilitation	11.104			CON		
BARAGA	M-28	HOUGHTON/BARAGA COUNTY LINE to JOHNSON ROAD	Road Rehabilitation	6.178				CON	
CHIPPEWA	M-123	FLASHING LIGHT in PARADISE	Reconstruction	0.456			CON		
CHIPPEWA	M-123	PARADISE to the LUCE COUNTY LINE	Road Capital Preventive Maintenance	12.490			CON		
CHIPPEWA	M-129	10 MILE ROAD to 18TH AVENUE in SAULT STE MARIE	Road Rehabilitation	8.027	CON				
CHIPPEWA	M-28	EAST of RACO to M-221	Road Rehabilitation	5.917	CON				
CHIPPEWA	M-28	EAST of HULBERT ROAD to WEST of FOREST ROAD 338	Road Capital Preventive Maintenance	1.112	CON				
CHIPPEWA	M-48	M-129 to STALWART	Road Capital Preventive Maintenance	7.960		CON			
DELTA	M-35 (4th Ave N)	US-2 to 13TH STREET in the CITY of GLADSTONE	Reconstruction	0.157					CON
DICKINSON	M-95 (Carpenter Ave)	MORIN STREET to WOODWARD AVENUE in KINGSFORD ROAD	Road Rehabilitation	1.185	CON				
DICKINSON	US-8	FAIRVIEW DRIVE N to US-2 in NORWAY	Road Rehabilitation	1.321					CON
GOGEBIC	M-28	TULA EAST to the ONTONAGON COUNTY LINE	Road Capital Preventive Maintenance	4.106			CON		
GOGEBIC	US-2	EDDY STREET to PIERCE STREET in WAKEFIELD	Reconstruction	1.073				CON	
GOGEBIC	US-2	GREAT LAKES ROAD to GOGEBIC STATION	Road Rehabilitation	17.830			CON		
GOGEBIC	US-45	STATE LINE to US-2	Road Rehabilitation	7.505			CON		
HOUGHTON	M-28	ONTONAGON COUNTY LINE to KITCHIE ROAD	Road Rehabilitation	9.587				CON	

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SUPERIOR REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
IRON	US-2	STATE LINE to N of COUNTY ROAD 424	Reconstruction	7.392		CON			
LUCE	M-123	COUNTY ROAD 500 to N of MURPHY CREEK	Road Capital Preventive Maintenance	7.167		CON			
MACKINAC	M-117	US-2 to the MACKINAC/LUCE COUNTY LINE	Road Rehabilitation	9.974	CON				
MACKINAC	M-134	SB I-75 RAMPS to EAST of NB I-75 RAMPS	Road Rehabilitation	0.408					CON
MARQUETTE	M-35	MARSHALL DRIVE to the E of ESCANABA RIVER	Road Rehabilitation	2.089	CON				
MARQUETTE	M-35	COUNTY ROAD 480 to US-41	Road Rehabilitation	3.343			CON		
MARQUETTE	US-41	BIG CREEK ROAD to M-28	Road Rehabilitation	3.019	CON				
MARQUETTE	US-41	BRICKYARD ROAD to IROQUOIS DRIVE	Road Rehabilitation	6.220	CON				
MARQUETTE	US-41	at LAKESHORE DRIVE	Traffic Safety	0.321		CON			
MARQUETTE	US-41	US-41 over CARP RIVER	Widen-Maintain Lanes	0.321		CON			
MARQUETTE	US-41	0.5 MI EAST of POND ROAD to FOREST DRIVE	Traffic Safety	1.290	CON				
MARQUETTE	US-41	M-94 EAST Junction to BIG CREEK ROAD	Road Rehabilitation	9.209		CON			
ONTONAGON	M-26	US-45 to M-38 W JUNCTION	Road Rehabilitation	5.519			CON		
ONTONAGON	M-26	GREENLAND to TWIN LAKES ROAD	Road Capital Preventive Maintenance	15.529		CON			
ONTONAGON	M-28	M-64 NORTH JUNCTION in BERGLAND to AIRPORT ROAD WEST	Road Rehabilitation	14.176		CON			
ONTONAGON	US-45	M-26 to GREENLAND ROAD	Road Capital Preventive Maintenance	13.845	CON				
ONTONAGON	US-45	BALTIMORE RIVER to M-26	Road Capital Preventive Maintenance	6.645		CON			
				238.801					

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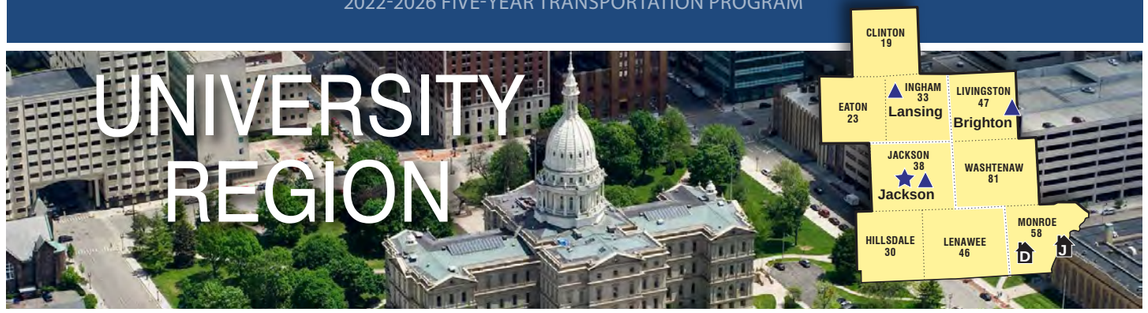

UNIVERSITY REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
CLINTON	I-69 E	over PEACOCK ROAD	Overlay - Shallow		CON				
CLINTON	I-69 W	over PEACOCK ROAD	Overlay - Shallow		CON				
EATON	I-69 BL	over BATTLE CREEK RIVER	Bridge Replacement			CON			
EATON	I-69 N	over GTW RAILROAD	Superstructure Replacement		CON				
EATON	I-69 S	over CHARLOTTE SOUTHERN RAILROAD	Overlay - Epoxy		CON				
EATON	I-96 E	over GRAND RIV and BILLWOOD HWY	Bridge Replacement			CON			
EATON	I-96 W	over GRAND RIV and BILLWOOD HWY	Bridge Replacement			CON			
HILLSDALE	M-49	over STREET JOSEPH RIVER	Superstructure Replacement					CON	
INGHAM	I-96 W	over M-99	Overlay - Deep			CON			
INGHAM	I-96 E	over WASHINGTON AVENUE	Overlay - Deep			CON			
INGHAM	I-96 W	over WASHINGTON AVENUE	Overlay - Deep			CON			
INGHAM	I-96 EB	over M-99	Deck Replacement			CON			
INGHAM	I-96 BL	over GTW, SOUTH STREET and RED CEDAR	Overlay - Epoxy					CON	
INGHAM	Old 27 N	US-27 BUSINESS ROUTE over CSX RAILROAD and WB I-96 BUSINESS ROUTE	Overlay - Epoxy					CON	
INGHAM	M-36	over SYCAMORE CREEK	Overlay - Epoxy			CON			
INGHAM	M-43	over RED CEDAR RIVER	Bridge Replacement					CON	
INGHAM	US-127 S	over COLEMAN ROAD	Overlay - Epoxy					CON	
INGHAM	US-127 N	over COLEMAN ROAD	Overlay - Epoxy					CON	
INGHAM	US-127 N	over RED CEDAR RIVER and RAMP V	Bridge Replacement					CON	
INGHAM	US-127 S	over RED CEDAR RIVER and RAMP V	Bridge Replacement					CON	
INGHAM	US-127 S	over KALAMAZOO STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 S	over M-143	Overlay - Epoxy					CON	
INGHAM	US-127 S	over VINE STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 S	over SELLERS STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	M-43 EB over US-127	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	M-43 WB over US-127	Overlay - Deep					CON	
INGHAM	US-127 N	over KALAMAZOO STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	over M-143	Overlay - Epoxy					CON	
INGHAM	US-127 N	over VINE STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	over SELLERS STREET	Bridge Barrier Railing Replacement					CON	
INGHAM	US-127 N	LAKE LANSING ROAD over US-127	Overlay - Epoxy					CON	
INGHAM	US-127	US-127 SB RAMP over RAMP to I-496 WB	Deck Replacement		CON				
INGHAM	US-127	I-496 EB RAMP over US-127 NB RAMP	Deck Replacement		CON				
JACKSON	US-127 BR	M-106 over GRAND RIVER	Bridge Replacement				CON		
JACKSON	US-127 N	over CONRAIL	Overlay - Epoxy				CON		

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UNIVERSITY REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
JACKSON	US-127 S	over CONRAIL	Overlay - Epoxy				CON		
JACKSON	US-127 N	SPRINGPORT ROAD over US-127	Overlay - Epoxy				CON		
LIVINGSTON	I-96	DORR ROAD over I-96	Overlay - Epoxy		CON				
LIVINGSTON	I-96 E	over MDOT RAILROAD CORRIDOR	Overlay - Epoxy		CON				
LIVINGSTON	I-96 W	over MDOT RAILROAD CORRIDOR	Overlay - Epoxy		CON				
LIVINGSTON	I-96 E	over CSX RAILROAD	Overlay - Epoxy		CON				
LIVINGSTON	I-96 W	over CSX RAILROAD	Overlay - Epoxy		CON				
LIVINGSTON	I-96	CHILSON ROAD over I-96	Overlay - Epoxy		CON				
LIVINGSTON	I-96 W	I-96 BUSINESS LOOP (ON RAMP) over I-96 WB	Deck Replacement		CON				
MONROE	I-75	GAYNIER ROAD over I-75	Overlay - Epoxy		CON				
MONROE	I-75	READY ROAD over I-75	Overlay - Epoxy			CON			
MONROE	I-75	MORTAR CREEK ROAD over I-75	Deck Replacement				CON		
MONROE	I-75 CONNECTOR	over NS and GTW RAILROAD	Bridge Replacement			CON			
MONROE	I-75 N	over MUDDY CREEK	Bridge Replacement		CON				
MONROE	I-75 S	over MUDDY CREEK	Bridge Replacement		CON				
MONROE	I-75 N	over OTTER CREEK	Bridge Replacement		CON				
MONROE	I-75 S	over OTTER CREEK	Bridge Replacement		CON				
MONROE	I-75 N	LUNA PIER ROAD over I-75	Bridge Replacement		CON				
MONROE	I-75 N	OTTER CREEK ROAD over I-75	Overlay - Epoxy		CON				
MONROE	I-75 N	over LAPLAISANCE CREEK	Widen-Maintain Lanes				CON		
MONROE	I-75 S	over LAPLAISANCE CREEK	Overlay - Epoxy				CON		
MONROE	I-75	NB EXIT RAMP over LAPLAISANCE CREEK	Bridge Removal				CON		
MONROE	I-75 N	over WOODCHUCK CREEK	Substructure Patching				CON		
MONROE	US-23	PLANK ROAD over US-23	Bridge Replacement			CON			
MONROE	US-23 N	STERNS ROAD over US-23	Bridge Replacement		CON				
MONROE	US-23	CONSEAR ROAD over US-23	Bridge Replacement		CON				
MONROE	US-23 N	IDA WEST ROAD over US-23	Bridge Replacement		CON				
MONROE	US-24	over STONY CREEK	Overlay - Epoxy				CON		
WASHTENAW	I-94	US-12 BUSINESS ROUTE over I-94	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	over CONRAIL	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	NOTTEN ROAD over I-94	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	KALMBACH ROAD over I-94	Overlay - Deep		CON				
WASHTENAW	I-94 E	M-52 over I-94	Overlay - Epoxy		CON				
WASHTENAW	I-94 E	FREER ROAD over I-94	Overlay - Epoxy		CON				
WASHTENAW	US-12BR	M-17 over HURON RIVER	Asphalt overlay w/waterproofing membrane			CON			
WASHTENAW	US-23 N	over SWIFT DRAIN	Miscellaneous Bridge CPM						CON
WASHTENAW	US-23 N	over CONRAIL and HURON RIVER	Overlay - Epoxy						CON
WASHTENAW	US-23 S	over CONRAIL and HURON RIVER	Overlay - Epoxy						CON
WASHTENAW	US-23 N	I-94 BUSINESS LOOP over PACKARD ROAD	Overlay - Epoxy						CON
WASHTENAW	US-23 S	I-94 BUSINESS LOOP over PACKARD ROAD	Overlay - Epoxy						CON
WASHTENAW	US-23 N	over US-23 BR	Overlay - Epoxy						CON
WASHTENAW	US-23 S	over US-23 BR	Overlay - Epoxy						CON
WASHTENAW	US-23 N	over HURON RIVER DRIVE	Overlay - Epoxy						CON
WASHTENAW	US-23 S	over HURON RIVER DRIVE	Overlay - Epoxy						CON
WASHTENAW	US-23 N	GEDDES ROAD over US-23	Overlay - Epoxy						CON
WASHTENAW	US-23 N	EARHART ROAD over US-23	Overlay - Epoxy						CON
WASHTENAW	US-23 N	PLYMOUTH-ANN ARBOR over US-23	Overlay - Epoxy						CON
WASHTENAW	US-23	ELLSWORTH ROAD over US-23	Overlay - Epoxy						CON
WASHTENAW	US-23 N	STONY CREEK ROAD over US-23	Deck Replacement		CON				
WASHTENAW	US-23	WILLIS ROAD over US-23	Deck Replacement		CON				
WASHTENAW	US-23	WILLOW ROAD over US-23	Substructure Repair		CON				
WASHTENAW	US-23	CARPENTER ROAD over US-23	Overlay - Epoxy		CON				

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UNIVERSITY REGION
BRIDGE REPLACEMENT AND PRESERVATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
WASHTENAW	US-23 N	BEMIS ROAD over US-23	Healer Sealer		CON				
WASHTENAW	US-23 SB	M-14 EB over MDOT RAILROAD	Overlay - Epoxy			CON			
WASHTENAW	US-23 N	M-14 WB over MDOT RAILROAD	Overlay - Epoxy			CON			
WASHTENAW	US-23 S	PONTIAC TRAIL over US-23 SB; M-14 EB	Superstructure Repair - Concrete			CON			
WASHTENAW	US-23 N	PONTIAC TRAIL over US-23 NB; M-14 WB	Overlay - Epoxy			CON			

UNIVERSITY REGION
REPAIR AND REBUILD ROADS

CLINTON	I-69	AIRPORT ROAD to US-127	Road Rehabilitation	4.931		CON			
CLINTON	M-21	MORTON STREET to SCOTT ROAD	Road Rehabilitation	1.300					CON
CLINTON	US-127	SOUTH of M-43 to SOUTH of CLARK	Road Rehabilitation	6.092				CON	
EATON	LANSING ROAD	at MILLETT HIGHWAY	Traffic Safety	0.799				CON	
EATON	M-100	DOANE HIGHWAY to WILLOW HIGHWAY	Road Capital Preventive Maintenance	5.033	CON				
EATON	M-100	at M-43 INTERSECTION	Minor Widening	0.547	CON				
EATON	M-78	SOUTH of SHARKEY STREET to the BATTLE CREEK RIVER	Reconstruction	1.220				CON	
EATON	M-99	in EATON COUNTY	Traffic Safety	2.235	CON				
EATON	M-99 N	PETRIEVILLE to COLUMBIA	Road Capital Preventive Maintenance	3.138	CON				
EATON	M-99 S	PETRIEVILLE to COLUMBIA	Road Rehabilitation	3.063	CON				
HILLSDALE	M-49 (N Main St)	SOUTHERN VILLAGE LIMITS of CAMDEN to BRIDGE over ST JOSEPH RIVER	Reconstruction	0.960				CON	
HILLSDALE	M-99	ADAMS STREET to PARK STREET	Road Capital Preventive Maintenance	0.994		CON			
HILLSDALE	US-127 (S Meridian ROAD)	at HARPER/LEWIS	Traffic Safety	0.307				CON	
INGHAM	I-496	I-496/US-127 between I-96 and I-496	Reconstruction	5.209		CON			
INGHAM	I-496	over RED CEDAR RIVER and RAMP V	Overlay - Epoxy			CON			
INGHAM	I-496 W	over RED CEDAR RIVER and RAMP V	Overlay - Epoxy			CON			
INGHAM	I-496 E	over CSX RAILROAD and TROWBRIDGE RAMP	Bridge Replacement			CON			
INGHAM	I-496 W	over CSX RAILROAD and TROWBRIDGE RAMP	Bridge Replacement			CON			
INGHAM	I-496 E	over GTW RAILROAD	Bridge Replacement			CON			
INGHAM	I-496 W	over GTW RAILROAD	Bridge Replacement			CON			
INGHAM	I-496	WB RAMP over CSX RAILROAD	Bridge Replacement			CON			
INGHAM	I-496 E	over US-127 RAMP SB	Overlay - Epoxy			CON			
INGHAM	I-496 W	over US-127 SB	Overlay - Epoxy			CON			
INGHAM	I-496 E	over MOUNT HOPE AVENUE	Widen-Maintain Lanes			CON			
INGHAM	I-496 W	over MOUNT HOPE ROAD	Widen-Maintain Lanes			CON			
INGHAM	I-496 E	over FOREST ROAD	Overlay - Epoxy			CON			
INGHAM	I-496 W	over FOREST ROAD	Overlay - Epoxy			CON			
INGHAM	I-496 W	over JOLLY ROAD	Widen-Maintain Lanes			CON			
INGHAM	I-496 W	over I-496 EB RAMP to I-96 EB	Overlay - Epoxy			CON			
INGHAM	I-496 E	over JOLLY ROAD	Widen-Maintain Lanes			CON			
INGHAM	I-496 E	DUNCKEL ROAD over I-496	Overlay - Epoxy			CON			
INGHAM	I-496 W	over US-127 SB RAMP	Overlay - Epoxy			CON			
INGHAM	I-96 E	WEST of COLLEGE ROAD, EB I-496/SB US-127 S	Traffic Safety	0.638		CON			
INGHAM	I-96 BL	I-96/CEDAR ST/PENNSYLVANIA INTERCHANGE	Traffic Safety	0.592					CON
INGHAM	M-43 (Grand River Ave)	PARK LAKE ROAD to OAK POINTE CT	Road Rehabilitation	3.250	CON				
INGHAM	M-52	at STOCKBRIDGE ROAD	Minor Widening	0.877	CON				
INGHAM	M-99	N of HOLT HIGHWAY to EDGEWOOD BOULEVARD	Reconstruction	2.376	CON				
JACKSON	I-94	MICHIGAN AVENUE INTERCHANGE to M-60 INTERCHANGE	Reconstruction	8.812	CON				
JACKSON	I-94 E	over SANDSTONE RIVER	Miscellaneous Bridge CPM		CON				

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2022-2026 FIVE-YEAR TRANSPORTATION PROGRAM

UNIVERSITY REGION
REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
JACKSON	I-94 E	over PARMA ROAD	Miscellaneous Bridge CPM		CON				
JACKSON	I-94 E	DEARING ROAD over I-94	Miscellaneous Bridge CPM		CON				
JACKSON	I-94 E	SANDSTONE ROAD over I-94	Miscellaneous Bridge CPM		CON				
JACKSON	I-94 E	BLACKMAN ROAD over I-94	Miscellaneous Bridge CPM		CON				
JACKSON	I-94 E	MICHIGAN AVE over I-94	Miscellaneous Bridge CPM		CON				
JACKSON	I-94	JACKSON/CALHOUN COUNTY LINE to MICHIGAN AVENUE	Road Rehabilitation	4.905	CON				
JACKSON	I-94 E	M-99 over I-94	Overlay - Epoxy		CON				
JACKSON	I-94 E	GIBBS ROAD over I-94	Overlay - Epoxy		CON				
JACKSON	I-94 E	over CONCORD ROAD	Overlay - Epoxy		CON				
JACKSON	I-94 W	over CONCORD ROAD	Overlay - Epoxy		CON				
JACKSON	M-50	in JACKSON COUNTY	Traffic Safety	1.706		CON			
JACKSON	M-50	at CLARK LAKE ROAD in NAPOLEON TOWNSHIP	Traffic Safety	0.151			CON		
JACKSON	M-99 (E Main St)	SOUTH STREET NORTH and EAST to GIBBS ROAD	Road Rehabilitation	1.465				CON	
JACKSON	Regionwide	UNIVERSITY REGION- REGIONWIDE FREEWAY EXIT RAMPS	Traffic Safety	0.000			CON		
JACKSON	US-127	NORTH of HENRY ROAD to HUNTOON CREEK	Road Rehabilitation	5.582			CON		
LENAWEE	M-50 (E Chicago BOULEVARD)	EAST APPROACH of RIVER RAISIN BRIDGE to RIDGE HIGH	Road Capital Preventive Maintenance	3.736		CON			
LENAWEE	M-50 (E Chicago BOULEVARD)	SUNSET STREET to RIVER RAISIN BRIDGE	Road Capital Preventive Maintenance	1.331	CON				
LENAWEE	US-12	2 LOCATIONS on US-12, near DEER RUN COURT	Traffic Safety	0.425		CON			
LENAWEE	US-127	at US-127/US-223 INTERSECTION	Traffic Safety	0.532	CON				
LENAWEE	US-127	JUNCTION ROAD (ADDISION) NORTH to US-223	Road Rehabilitation	3.059	CON				
LENAWEE	US-223	US-127 and US-223; US-12 to EAST of STODDARD ROAD	Road Rehabilitation	12.050	CON				
LENAWEE	US-223	STODDARD ROAD to INDUSTRIAL DRIVE in ADRIVEIAN and LENAW	Road Rehabilitation	7.793				CON	
LENAWEE	US-223	OGDEN HIGHWAY to HIGH STREET in BLISSFIELD and LENAWEE	Road Rehabilitation	6.669			CON		
LIVINGSTON	I-96	CHILSON to DORR	Reconstruction	3.979	CON				
LIVINGSTON	I-96	over GRAND RIVER AVENUE INTERCHANGE	Reconstruction	1.519			CON		
LIVINGSTON	I-96 E	over GRAND RIVER AVE	Bridge Replacement				CON		
LIVINGSTON	I-96 W	over GRAND RIVER AVE	Bridge Replacement				CON		
LIVINGSTON	I-96 E	over SOUTH ORE CREEK	Culvert Replacement				CON		
LIVINGSTON	M-59	WEST of LAKENA ROAD to the COUNTY LINE	Road Rehabilitation	3.206	CON				
LIVINGSTON	M-59	at LATSON ROAD	Minor Widening	0.450				CON	
LIVINGSTON	Old 155	MICHIGAN AVENUE to POINT of ENDING (HIGH HILCREST DRIVE)	Road Capital Preventive Maintenance	2.880		CON			
LIVINGSTON	US-23	SILVER LAKE ROAD to ONE MILE NORTH of SPENCER	Road Rehabilitation	5.861	CON				
LIVINGSTON	US-23	ONE MILE NORTH of SPENCER ROAD to M-59; COOK ROAD	Road Rehabilitation	7.850	CON				
LIVINGSTON	US-23 N	over UNNAMED CREEK	Culvert Replacement		CON				
LIVINGSTON	US-23	M-36 to one mile north of SPENCER ROAD	Road Rehabilitation	7.329	CON				
LIVINGSTON	US-23 N	over HURON RIVER	Widen-Maintain Lanes		CON				
LIVINGSTON	US-23 S	over HURON RIVER	Widen-Maintain Lanes		CON				
LIVINGSTON	US-23 N	over M-36	Bridge Replacement		CON				
LIVINGSTON	US-23 N	over SILVER LAKE ROAD	Bridge Replacement		CON				
LIVINGSTON	US-23 S	over SILVER LAKE ROAD	Bridge Replacement		CON				
LIVINGSTON	US-23 N	LEE ROAD over US-23	Bridge Replacement		CON				
LIVINGSTON	US-23 S	GRAND RIVER AVENUE over US-23 SB	Bridge Replacement		CON				
LIVINGSTON	US-23 N	GRAND RIVER AVENUE over US-23 NB	Bridge Replacement		CON				
MONROE	I-275	I-75 to WAYNE/MONROE COUNTY LINE	Road Rehabilitation	7.283				CON	
MONROE	I-75	ERIE ROAD to OTTER CREEK	Reconstruction	5.195	CON				
MONROE	I-75	OTTER CREEK to LAPLAISANCE ROAD	Reconstruction	3.234			CON		

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UNIVERSITY REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2022	2023	2024	2025	2026
MONROE	US-23	STATE LINE to IDA CENTER	Road Rehabilitation	10.155		CON			
MONROE	US-24	LAKESIDE to S of SOUTHPOINT	Road Capital Preventive Maintenance	5.648		CON			
State Wide	I-94 BL	UNIVERSITY REGION REGIONWIDE	Traffic Safety	0.000		CON			
WASHTENAW	I-94	WASHTENAW/JACKSON COUNTY LINE to FREER ROAD	Road Rehabilitation	6.542	CON				
WASHTENAW	I-94	PARKER to M-14	Road Rehabilitation	5.736			CON		
WASHTENAW	M-14	I-94 to US-23BR	Road Rehabilitation	3.658		CON			
WASHTENAW	M-153	M-14 to FRAINS LAKE ROAD	Road Capital Preventive Maintenance	1.553		CON			
WASHTENAW	M-17 (Cross St)	NORMAL to MICH; I-94 to MICH; HAMILTON to ECORSE	Road Rehabilitation	1.736	CON				
WASHTENAW	US-12	at PLATT ROAD; US-23/US-12 INTERCHANGE	Traffic Safety	2.377	CON				
WASHTENAW	US-23 N	US-12 over US-23	Bridge Replacement		CON				
WASHTENAW	US-23	STONY CREEK to ELLSWORTH	Road Rehabilitation	6.830	CON				
WASHTENAW	US-23	M-14 to I-94	Road Rehabilitation	7.774					CON
WASHTENAW	US-23	M-14 EAST TRI-LEVEL to GEDDES ROAD	Traffic Safety	3.265					CON
WASHTENAW	US-23 BR (Main Street)	I-94 BUSINESS LOOP to M-14	Reconstruction	1.239					CON
WASHTENAW	US-23 N	GEDDES ROAD to ELLSWORTH	Traffic Safety	3.155	CON				
WASHTENAW	US-23 S	US-23 and M-14 TRI-LEVEL INTERCHANGE RAMPS	Traffic Safety	0.471		CON			
WASHTENAW	US-23 BR N	M-14 EB at BARTON DRIVE	Traffic Safety	0.750				CON	
				211.452					

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Acronyms

5YTP	Five-Year Transportation Program
AADT	Average Annual Daily Traffic
AIP	Airport Improvement Program
ACM	American Center for Mobility
ADA	Americans with Disabilities Act
ATDM	Active Traffic Demand Management
ARPA	American Rescue Plan Act
AV	Automated Vehicle
BL	Business Loop
BNA	Bridging North America
BUILD	Better Utilizing Investment to Leverage Development
BWB	Blue Water Bridge
CARES	Coronavirus Aid, Relief, and Economic Security Act
CAV	Connected and Automated Vehicles
CMAQ	Congestion Mitigation and Air Quality
CO2	Carbon Dioxide
CNG	Compressed Natural Gas
CON	Construction
CPM	Capital Preventive Maintenance
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTF	Comprehensive Transportation Fund
DBFM	Design-Build-Finance-Maintain
DDOT	Detroit Department of Transportation
DTW	Detroit Metropolitan Airport
EA	Environmental Assessment
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FEIS	Final Environmental Impact Statement
FFP	Ferryboat Formula Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHIB	Gordie Howe International Bridge
HOV	High-Occupancy Vehicle
HTF	Highway Trust Fund
kBtu	kilo-British Theral Units
LBO	Local Bus Operating
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
MAAS	Mobility as a Service
MDOT	Michigan Department of Transportation
MEDC	Michigan Economic Development Corp.
MDNR	Michigan Department of Natural Resources
MTF	Michigan Transportation Fund
MTPP	Michigan Transportation Program Portal
MTU	Michigan Technological University
NBI	National Bridge Inventory
OOR	Office of Rail
OPT	Office of Passenger Transportation
P3	Public-Private Partnership
PCI	Pavement Condition Index
PE	Preliminary Engineering
PE-B	Preliminary Engineering - Bridge
PEL	Planning and Environmental Linkages
POE	Port of Entry
PRIIA	Passenger Rail Investment and Improvement Act
RBMP	Rebuilding Michigan Program
ROD	Record of Decision
ROW	Right of Way
RSL	Remaining Service Life
SAF	State Aeronautics Fund
SEIS	Supplemental Environmental Impact Statement
SMART	Suburban Mobility Authority for Regional Transportation
STC	State Transportation Commission
STF	State Trunkline Fund
TOD	Transit-Oriented Development
USDOT	United States Department of Transportation
UTL	Utility Work
WATS	Washtenaw Area Transportation Study
WCAA	Wayne County Airport Authority
WDBA	Windsor-Detroit Bridge Authority

MICHIGAN DEPARTMENT
OF TRANSPORTATION

2022-2026
FIVE-YEAR
TRANSPORTATION
PROGRAM

VOLUME XXIII

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